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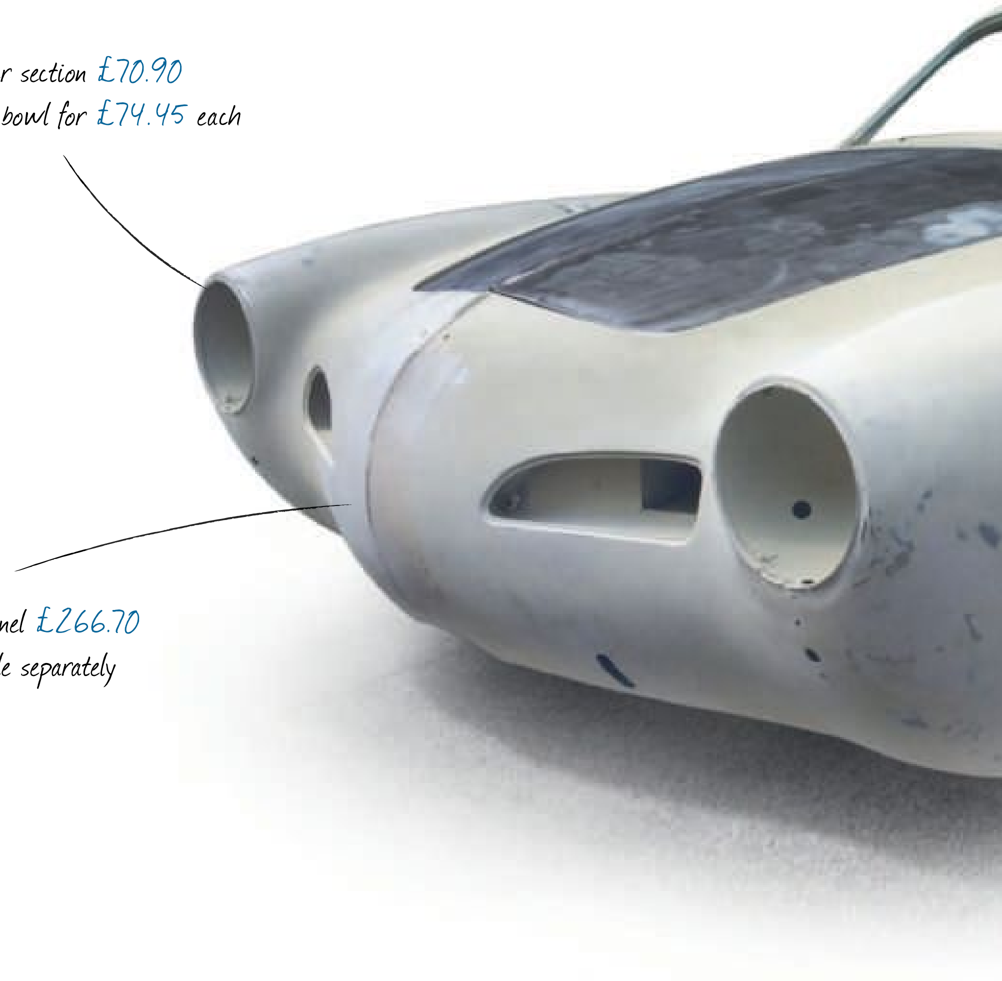

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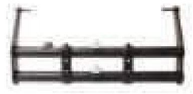

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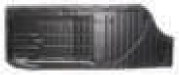

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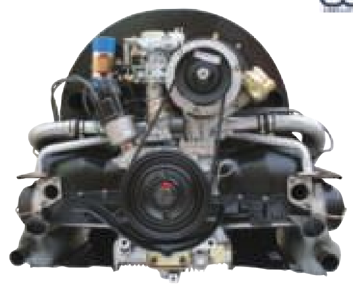

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Berrys Hill, Cudham, Kent, TN16 3AG

EDITORIAL
Editor: Ian Cushway
Tel: 01959 543538
Email: volksworld.ed@kelsey.co.uk
Art Editor: Barbara Stanley
Sub Editor: Mike Pye
Contributors: Julian Hunt, Cathal O'Tool, Paul Bussey, James Peene, Dan Pullen, Andrew Pollock, Jon Cass, James Wallace, Lloyd Jackson, Mark Walker, Rob Hawkins, Richard Gunn

ADVERTISEMENT SALES
Hill View Media Ltd
Ben Foster
01959 543 722
07494 270 133
ben@hillviewmedia.com
Keith Foster
01959 543 722
07494 270 136
keith@hillviewmedia.com

PRODUCTION
A.T.Graphics
kelseyclassic@atgraphicsuk.com
01733 363485
Production Supervisor:
Kylie Woolgar
01733 362705
kelseyclassic@atgraphicsuk.com
Team Leader: Melanie Cooper
01733 362701

MANAGEMENT
Managing Director: Phil Weeden
Chief Executive: Steve Wright
Chairman: Steve Annetts
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Joyce Parker-Sarioglu
Retail Distribution Manager:
Eleanor Brown
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Don’t miss it!

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Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

I've just got back from a whistle-stop tour of the UK and feel suitably dosed up on all things VW. My trip got off to a cracking start with a visit to Cool Campers in Bournemouth. Gary Tarrant, his partner, Katie, and colleague, Rob, are doing some excellent work creating made-to-order Buses with the latest kitchens and bang-up-to-date mechanicals based on rust-free imported US 'shells. If you're looking for something a bit special in the way of a Split or Bay Camper, give them a shout. I carried on along the coast to sunny Shoreham for a quick chinwag with VW Heritage. Every time I visit the company has added even more parts to its range. Again, all very impressive…

Following a mag planning meeting at Kelsey's picturesque HQ in Kent, it was back down the motorway to Shoreham in Sussex for the last Heretics meet of the year. Needless to say, the M25 traffic caused a delay so it was dark (and raining) when I finally arrived at VW Heritage's premises. Yet the car park was buzzing with all manner of VW goodness, including a former *VolksWorld* cover car in the form of Mark Pateman's right-hand drive '54 Oval. He'd driven down with some friends from Northampton and didn't seem at all phased at the prospect of negotiating the M25 on the dark and wet drive home that night.

The following morning I was up early again, the sat nav set to Odiham, to meet Mark Reynolds and the crew at Just Kampers. A brief discussion about T25 Syncros ensued over a cup of strong coffee before he showed me around. Again, I was astounded by the amount of stock, loved the cars in the reception area and was bowled over by their enthusiasm. Nothing like this existed when I first got into the scene, which makes me think there's never been a better time than now to be into old air-cooled VWs.

> “there's never been a better time than now to be into old air-cooled VWs”

I rounded things off by dropping in on Grill-n-Chill on the Saturday morning. I soon got talking to a couple of guys with Buggies, a man with a late Bay Bus and even managed to source a suitable oil bath air cleaner for my 1500 for £15. Result!

Then it was time to head back to France but, as I made my way to the Eurotunnel, it occurred to me that in the last few days I had become part of the VW community. The large network of people supplying parts for, working on, enthusing over and generally pouring a lot of love over their Volkswagens. And it sure feels good.

Ian Cushway
Editor

coolcampers
573 XUB

Cool Campers doing some good stuff in balmy Bournemouth

VW Heritage – its range of parts is growing daily

Mark Reynolds and Just Kampers are helping keep lots of classic VWs on the road

Going against the grain at the last Heretics meet of the year at VW Heritage's Shoreham HQ

We loved the retro Cyclone alloys on Gordon Newell's FF Buggy, just one of the many attractions at Grill-n-Chill

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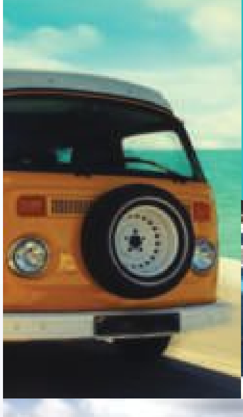

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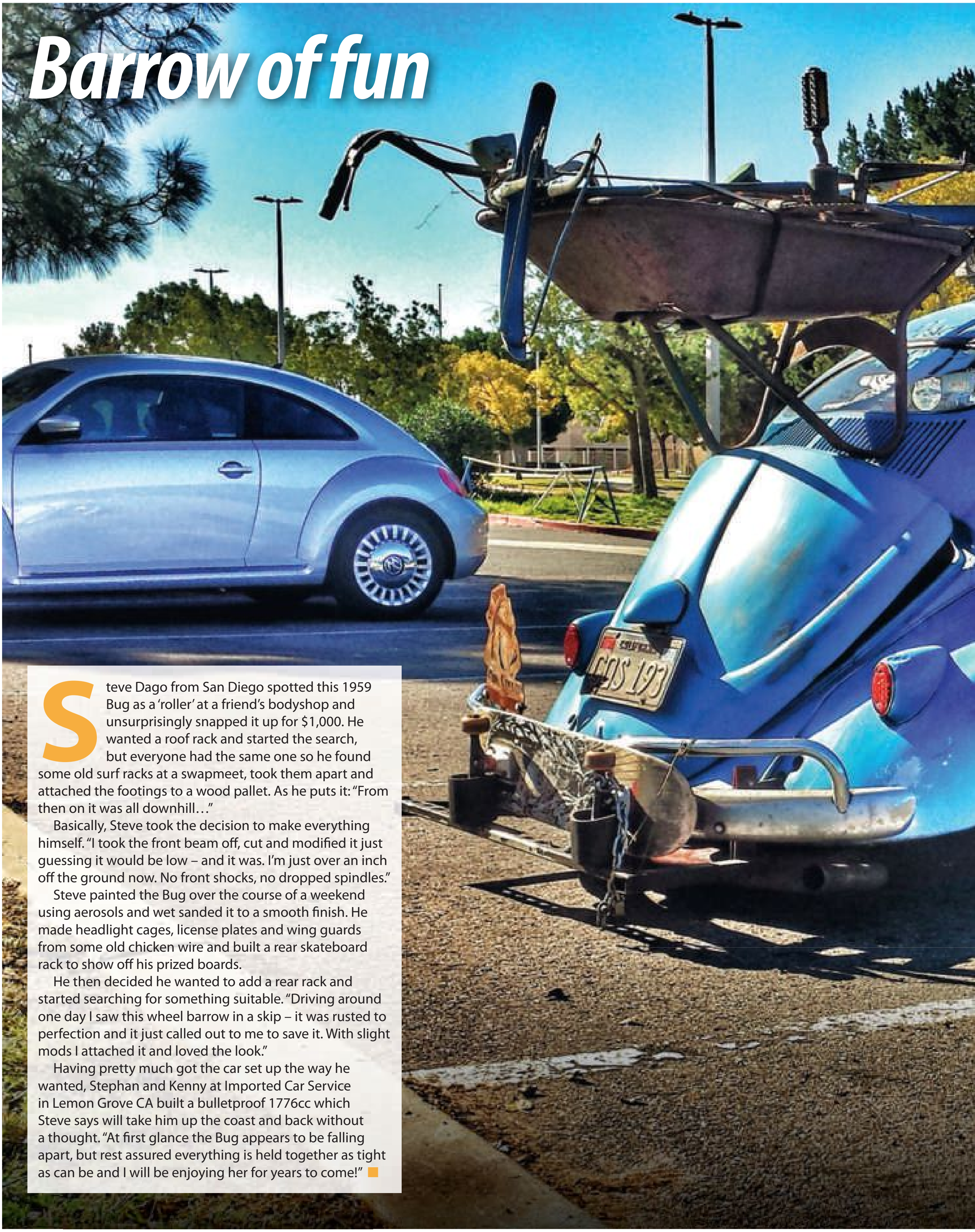
Barrow of fun



Steve Dago from San Diego spotted this 1959 Bug as a 'roller' at a friend's bodyshop and unsurprisingly snapped it up for $1,000. He wanted a roof rack and started the search, but everyone had the same one so he found some old surf racks at a swapmeet, took them apart and attached the footings to a wood pallet. As he puts it: "From then on it was all downhill…"

Basically, Steve took the decision to make everything himself. "I took the front beam off, cut and modified it just guessing it would be low – and it was. I'm just over an inch off the ground now. No front shocks, no dropped spindles."

Steve painted the Bug over the course of a weekend using aerosols and wet sanded it to a smooth finish. He made headlight cages, license plates and wing guards from some old chicken wire and built a rear skateboard rack to show off his prized boards.

He then decided he wanted to add a rear rack and started searching for something suitable. "Driving around one day I saw this wheel barrow in a skip – it was rusted to perfection and it just called out to me to save it. With slight mods I attached it and loved the look."

Having pretty much got the car set up the way he wanted, Stephan and Kenny at Imported Car Service in Lemon Grove CA built a bulletproof 1776cc which Steve says will take him up the coast and back without a thought. "At first glance the Bug appears to be falling apart, but rest assured everything is held together as tight as can be and I will be enjoying her for years to come!" ■

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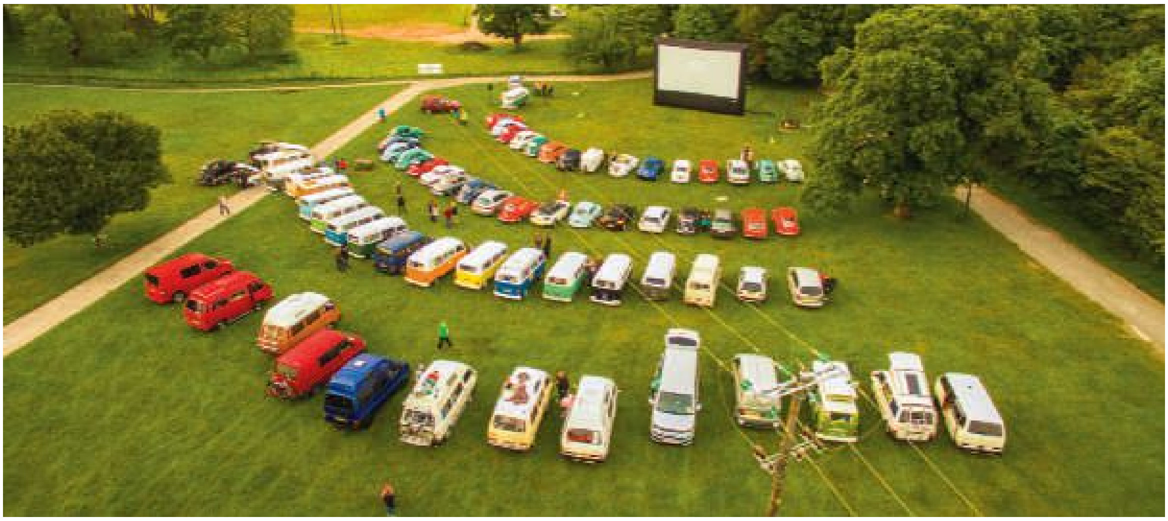
The Bug Movie Premiere

When you think of a drive-in movie you might think sunny California, the South of France or Australia. But what about Northern Ireland? Cathal O'Tool witnessed a real first…

Photos Cathal O'Toole / Andy Kelly



Typical. When you want it to be all gloomy, the sun just keeps on shining. Even in Ireland…

Living in Ireland, you wouldn't immediately think drive-in movie but the oft wet climate wasn't going to deter VW enthusiast and Northern Beetle Owners Club (NBOC) member Peter Ferguson from realising his dream of staging a totally groundbreaking all-Ireland VW event.

The spectacle featured the first European showing of *The Bug Movie* with Peter taking the unconventional route of making it a totally outdoor affair at the picturesque location of Newcastle in County Down.

The sunshine delayed the premiere somewhat which didn't bother anyone and a huge screen was set up at the foot of the Mourne Mountains, the slope of the grassy parking area handily creating a natural theatre. As the light faded, the film's creator Damon Ristau, who had flown in specially from Montana, introduced his movie and with that the evening's entertainment got underway.

> "The sunshine delayed the premiere somewhat"

When the majority of VW events can be similar in format and can verge on boring, this was anything but. It showed that with a little imagination and a lot of determination you can have a totally unique event that will not be forgotten.

European premiere and the world's first drive-in showing of *The Bug Movie*? Tick. All thanks to Peter Ferguson. This was the realisation of Peter's dream and I don't think even he could have imagined scorching sunshine all weekend, a VW cruise along the Mourne coast, the director flying in from the US and driving his '67 Beetle and VW enthusiasts travelling from all over Ireland for the European premiere.

I suppose it proves the old saying "If you build it they will come." ■

Clubin' it

VW clubs have always been an important part of the VW scene, and one that Just Kampers is keen to help keep alive and kicking. That's why they've enhanced their Owners Club scheme by introducing a raft of new features.

JK will now issue a personalised discount card that can be used online or over the phone to take advantage of up to a 25% discount on some items. A bi-monthly newsletter will give advance warning of any news and exclusive offers. To apply for a card contact Robert.steward@justkampers.co.uk with your name, address, contact number and the club you belong to.

They've also decided to organise club tech days at their HQ workshop, where their trained mechanic will guide club members through some tricks of the trade, or a specified subject. Again, clubs need to contact Rob if they're interested. Another benefit if you and your club are looking to splash out on an expensive item is that JK can heavily reduce the price if there's enough interest. The more people that get involved, the better the discount and in the past Propex heaters, swivel seats, side bars and roof racks have been offered at up to 40% off.

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Finally, if your club organises a show or an annual meeting JK can offer a sponsor pack which includes banners, trophies, prizes and other bits.

Air-play

We catch up with Barney Dines at VW Heritage (www.vwheritage.com) for a chin-wag and discover a bit about his strange dancing habits and taste for slammed early Ghias

VolksWorld: **Hi Barney, how's it going?**
BD: *Yeah all good, sun's out!*

VolksWorld: ***Blind Date*** **time. Tell us where you're from, your age and what hobbies you enjoy doing, chuck**
BD: *I grew up in Towie town Brentwood, but moved to Brighton about nine years ago. I am 41 and apart from playing with cars, I'm into pumping iron and like throwing shapes on the dance floor. I'm the one that looks like I'm listening to something else.*

VolksWorld: **Ah, yes. So that's you. So how did you first get involved with VWs?**
BD: *I saw Bug Jam on the telly when I was about 14 with a few mates and that was it, we were hooked. I bought a '73 1200 Beetle in bits and nailed it back together. It broke a lot so it was a steep learning curve. The AA call centre knew me by my first name.*

VolksWorld: **Tell us about VW Heritage.**
BD: *We are the largest classic VW parts supplier in the UK. It was started by David Ward in 1986 and is based just up the road from Brighton in sunny Shoreham by Sea. We have probably the widest range of classic VW parts in the world apart from VW themselves. We have a super team of VW enthusiasts and ship all over the world.*

VolksWorld: **What's playing on your iPhone/car CD player?**
BD: *Ha, there's a right mix up on there. Banging House mostly but if it's on shuffle you could get anything from Alabama Shakes to ZZ Top.*

VolksWorld: **Bay, early KG or late edition Beetle Cabriolet?**
BD: *Early Ghia. Slammed. You can take the boy out of Essex…*

VolksWorld: **What's your favourite VW show?**
BD: *Can I have three? Hessisch Oldendorf, VolksWorld and Jogja VW Fest in Indonesia!*

VolksWorld: **Your favourite VW advert?**
BD: *The TV ad with the Ghia that can't break through the paper wall.*

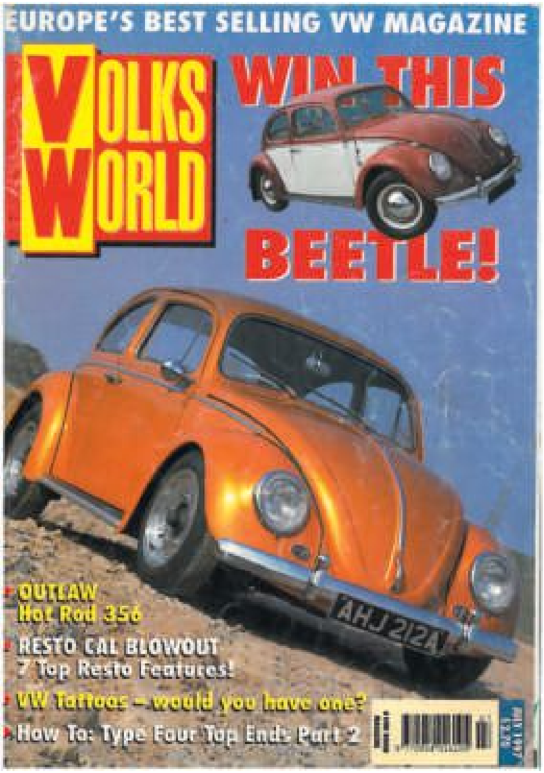
VolksWorld: **What VW would you most like to have on your driveway?**
BD: *A sunroof Oval with a monster motor.*

^ Barney spotted in Shoreham yesterday

VolksWorld: **In your opinion what's really hot and what's really not in the scene right now?**
BD: *I think it's really buzzing and I love the crossover between the air and water scenes right now. BBS rims on a Bay look rad. Not – shoddy work, there are some cowboys jumping on rising Bus prices. Beware what you buy if you're new to VWs, always take someone that knows or pay an expert.*

VolksWorld: **What makes you angry?**
BD: *Angry, aggressive drivers.*

VolksWorld: **Finally, what's your life motto?**
BD: *Work hard, play hard. He who dares Rodders!*



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VW Tattoos – would you have one?
How To: Type Four Top Ends: Part 2

^ Don't dismiss it! VW Heritage's top dog got hooked on Volkswagens at the tender age of 14. Bless

LETTERS

Share you views on the VW scene, rant, rave – or whatever. Email volksworld.ed@kelsey.co.uk

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Herbie Goes Bananas!

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A selection of pages from Rebekah Rose Ferguson's bespoke birthday edition of *VolksWorld* – just for Dad

Birthday brilliance

Peter Ferguson, Castlederg, Northern Ireland

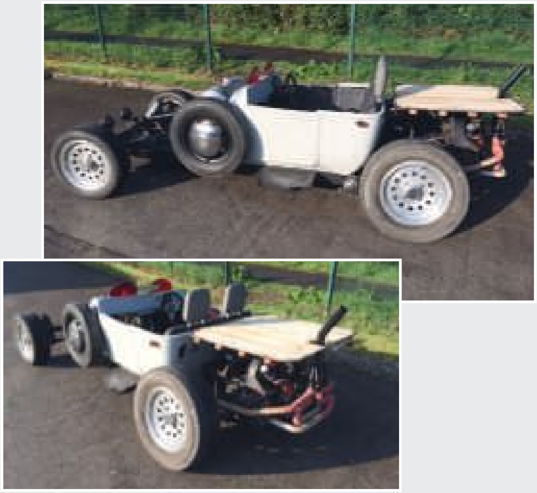
You can imagine how delighted I was to receive this special birthday edition of *VolksWorld* from my daughter Rebekah Rose Ferguson, complete with a show report from Northern Beetle and Bus Owners Club's show Bugs at the Brewery at Hilden, Lisburn. I drive a '67 Beetle and a '64 Split Bus and recently returned from a dream fulfilling summer holiday around France. Keep up the great work by inspiring us and the young Dubbers for all things air-cooled VW.

If we have an editorial vacancy, we'll give Rebekah a shout! – IC

Have floorpan, will hotrod

Mark Surrey, Cardiff

Dear *VolksWorld*. I wanted to tell you about my air-cooled VW-based hotrod. The chassis is from an abandoned Karmann Ghia project that had been left on a farm for 25 years. I rescued it, minus the Karmann body unfortunately, and wondered what to do with it next. I spotted a fibreglass Model T Ford bodyshell on ebay so snapped it up then set about making it fit a VW chassis. After a fair bit of measuring and fabrication, it started to take shape. I used photos of Beetle based hotrods from the '70s as a reference. After a fair few more hours, days, weeks and then months it was finished. I've nicknamed it the 'bad boy'.

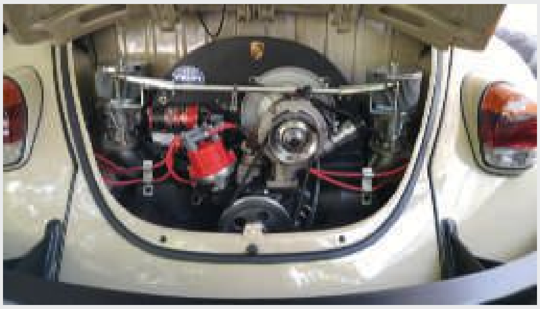


Racing heritage

Ricardo Landi, Brazil

I am a Brazilian racing car driver and my father's uncle, Chico Landi, was the first Brazilian to drive in F1. In fact, he used to race with Juan Manuel Fangio, Farina and other legends from that time.

I am a big *VolksWorld* fan and I am writing in because my father Roberto Landi bought a new Beetle in 1971 from a dealer here in Brazil and we still have this car in our workshops having just completed a full restoration. It's now running with twin EMPI 44 carbs, an Engle FK98 cam and lightened flywheel. I've also widened the rear wings by 5cm. I had the car painted in Sid Mosca's paint shop – which is where Senna, Piquet and Fittipaldi had their helmets painted.



'71 Brazilian Beetle, owned by the Landi family since new, has been lovingly restored with a few nods to their racing heritage

Van-tastic

Jordan Hannibell, via email

I would just like to say I really enjoyed the article on the Hanover factory in October's issue of *VolksWorld*. It was interesting to see the origins of the VW commercial and in particular my 1974 late Bay Window high top panel van.

My van was made for the Swedish military and served as a communication unit (radio van). Then at some point it saw use as a tractor manufacturer service parts van. I've restored her and had a bespoke interior fitted and now use her for surfing and weekend trips away.

Send us your roadtrip story…

If you've crossed waters, deserts or mountain ranges in your air-cooled VW and have the pictures to prove it – send them in. We'll include a selection of the best in a future issue…

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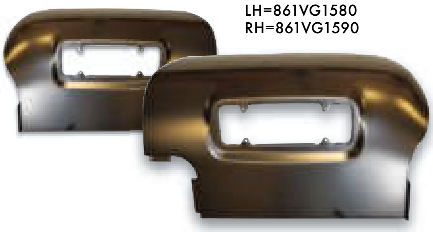

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RH=862VG0020

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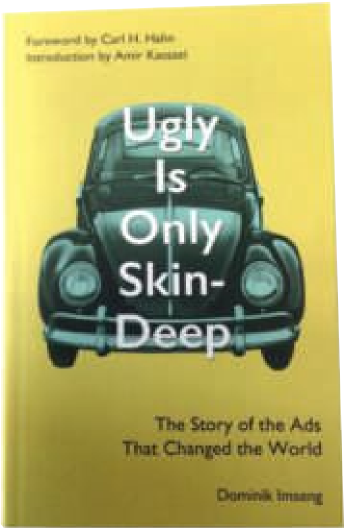
Market research carried out by Vohn revealed that over 85% of camper owners never used their cooker inside because they didn't like the smell, and didn't like the condensation it produced. We'd have to add that cooking outside is always a lot more sociable – and if you have a suitable awning, it's something that can be done whatever the weather. The findings resulted in the family run Plymouth based outfit launching a whole new modular kitchen concept which revolves around the ability to slide your kitchen to the outside of your van when parked (although it can still be used inside). The system is designed as an alternative to the traditional units that run down the side of the van and eat into interior space, which means it can be coupled to a full width rock and roll bed. Sounds like a good idea, so why not visit their website to find out more.


Foreword by Carl H. Hahn
Introduction by Amir Kassaei
Ugly Is Only Skin-Deep
The Story of the Ads That Changed the World
Dominik Imseng

Ugly is only Skin-Deep

From: www.troubador.co.uk (ISBN: 978-1-78589-317-9)
Price: £13.99

We all love those classic Volkswagen ads and this new tome by Dominik Imseng tells the story behind them. He gets his information from exclusive interviews with many of the creative geniuses involved in the various ad campaigns, as well as Carl H Hahn, head of Volkswagen of America from 1959-64. Did you know, for example, that filming of the legendary snowplough TV commercial took place in Switzerland and the 'road' was in fact an open field because all the actual roads had already been cleared. The crew spent a week shivering in the icy fog to get it shot and the original German voice-over had to be ditched because it was so boring. There's loads of other fascinating and previously untold anecdotes which makes this a must-have for any VW enthusiast.

Type 3 panels

From: www.vwheritage.com Price: from £46.99

VW Heritage has commissioned a brand new range of quality made, German-sourced repair panels for the increasingly collectable Type 3 Notchback, Fastback and Variant models, including floorpan edges, heater channels, battery trays and inner and outer sill panels. Once the preserve of very specialist independent parts purveyors, often prohibitively expensive Type 3 panels have been in demand for many years now and this new range is sure to come as welcome news to owners and restorers alike.

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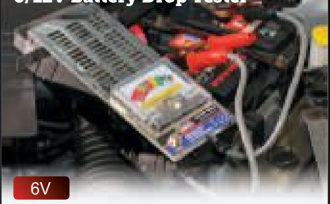

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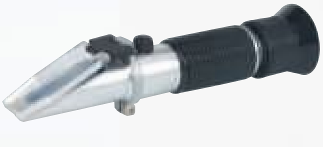

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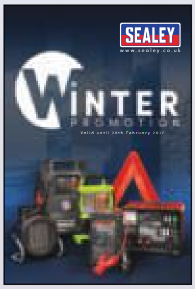

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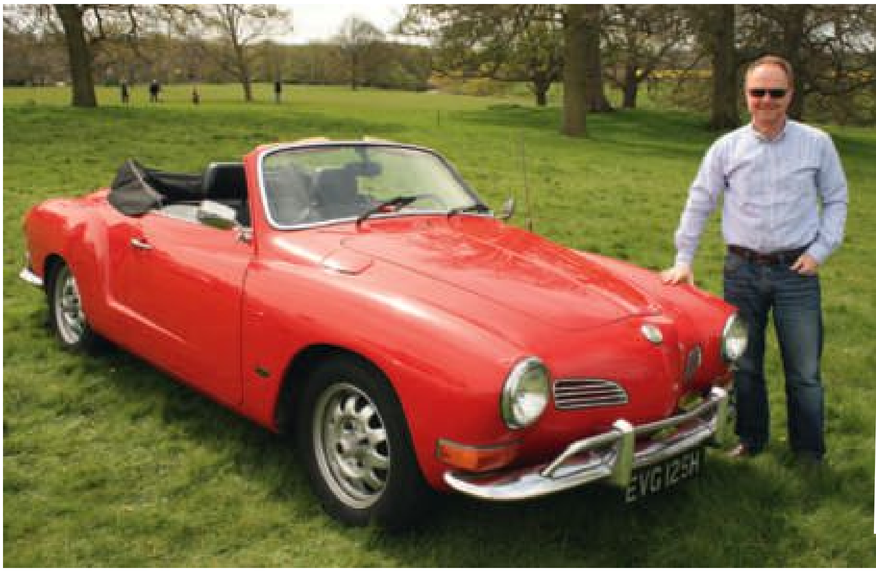
Car of the month



Mark makes no apologies for the Ghia's lived-in look, it's a car that gets used as often as possible

The Ghia's pretty styling always looks better with the slimmer pre-'71 chrome bumpers. Well, that's our opinion!

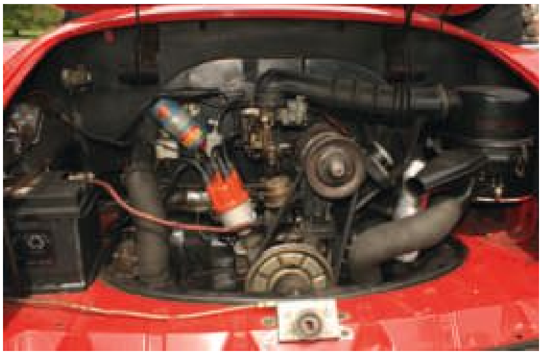
Mark Bygraves, 1968 Karmann Ghia Convertible

Mark Bygraves has owned his Karmann Ghia for 26 years. He says that even after all this time, driving the car never fails to put a smile on his face! "I had owned a Beetle at one time, but always loved the styling of the Karmann Ghia," he enthused. "At the time I was living in Norwich, Norfolk and one day I was having lunch and perusing a classic car magazine, when I spotted a Karmann Ghia for sale. I thought to myself, wouldn't it be great if the car was local to me, was finished in red paintwork and with a white soft top? My preferred choice of colour combination. When I telephoned the vendor, I learned that the car was indeed only 10 miles from where I lived. It was painted red and had a white soft top, how incredible was that? I went to see it and did a deal there and then!"

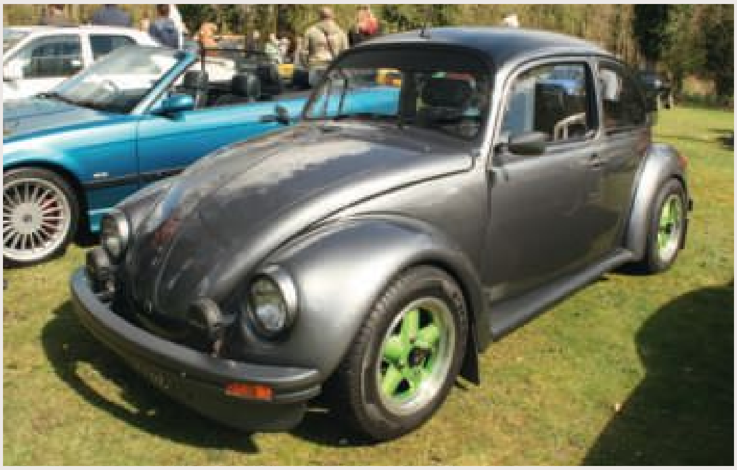
And the rest is pretty much history. In general the car has proved to be incredibly good and over the years there's only been a little remedial welding required, but being a Californian import, it was mostly pretty sound throughout. Unfortunately the engine gave up the ghost within the first year of ownership and was replaced with a 1500cc engine, but apart from that, the only other things that Mark has had to do is change the tyres and paint the wheels.

> "I went to see it and did a deal there and then!"

The Ghia is used mainly on sunny days and weekends and was driven to the Le Mans Classic two years ago. Mark took the opportunity of driving around the circuit, which was a bit scary, as he was mixing it with some other seriously powerful and much quicker vehicles! In May this year he crossed the channel once again and headed to Laon in France. "There's just a little bit of rust creeping through here and there, which will be sorted in the near future," says Mark. "It's not a show car, but used as often as possible when the sun shines and it's great fun to drive."



Original engine gave up the ghost soon after Mark took possession. He's kept the replacement pretty original, bar the 009 dizzy and Blue Bosch ignition coil. That battery leak needs sorting though, Mark



Phil Frost, 1971 Beetle

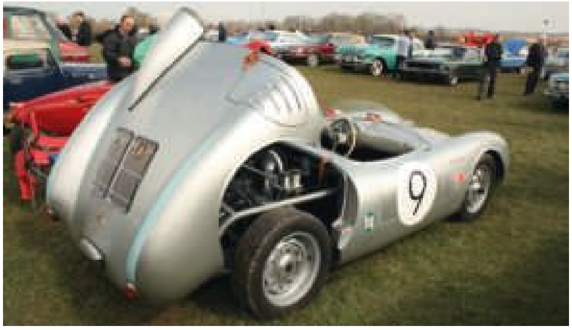
Phil Frost wanted to push further the performance/handling envelope of his Beetle and ditched the much modified 1776cc unit that was in there in order to go down the Subaru water-cooled route. For that he enlisted the help of the UK's leading transplant supremo Andy Raw at TSR Engine Conversions at Exning, Suffolk who fitted a 2.2-litre quad cam 16V Legacy engine. Phil didn't want this to entail any bodywork modifications, as the car was just too good to be messed about with and Andy has accomplished a splendid job, shoehorning the engine in the Beetle bay with millimetres to spare!

The engine conversion features a front mounted radiator which is cooled by an electric fan and a Freeway Flyer GT 'box that's been fully overhauled and reconditioned. There's lots of other mods to enhance handling, including a disc brake conversion and lowered suspension with reworked geometry. "The car performs and handles extremely well," enthused Phil "and the Subaru engine obviously provides a lot more power and torque."

The inside has been trimmed by Bernard Newbury, using Recaro pattern seats in grey and black as the predominant colours, to complement the exterior paintwork. This is Atlas Grey metallic which is a Golf GTI colour, with the roof finished in satin black. "I always wanted to fit a Webasto sunroof, but everyone told me not to do it as it can weaken the structure, so I've heeded their warnings and forgotten about this idea," grins Phil. "As the car was pretty much colour keyed grey, I wanted to introduce another exterior colour and chose to paint the five-stud Revolution alloy wheels in Viper Green, which is a modern Scirocco colour. The Beetle is a wonderful thing and Subaru power is fantastic!"

< The race look theme continues inside with the Momo wheel, Recaro lookalikes and a hard as nails dash mounted rev counter

> Not for the purists but effective all the same, a Subaru Legacy lump's been shoehorned in the back courtesy of Andy Raw at TSR



Marlon Bird, Porsche 550 replica

Marlon Bird had a hankering after a Porsche 550 replica and after trying to source a suitable car here spread his net wider to Europe and beyond. He eventually spotted this Vintage Porsche Spyder 550 for sale on ebay in January. The car was located in California. Liking what he saw, he obtained plenty of photographs, did a little research on the company that was selling the car, Vintage Motorcars of Stanton, California, built up a good rapport with them and decided to buy and had it shipped over to the UK. The Vintage Motorcars Vintage Spyder (over 500 have been produced) is a professionally built, fine looking recreation of the original Porsche 550.

The car utilises a powder coated tubular chassis, GRP body, aluminium floor and a choice of engines. Marlon's car is powered by a 1915cc Type 1 VW engine with a Porsche shroud, breathing through twin 44mm Dell'Orto carburettors mounted on EMPI manifolds and specially made Porsche logo valve covers. The Vintage Spyder incorporates a high specification build, including, Bilstein coilover shocks, high torque starter, leather trimmed seats, Crow Enterprises full harness seatbelts, ivory banjo steering wheel, period style handbrake assembly and Porsche-style five-bolt wheels. Marlon is still getting used to driving the low slung creation and getting to know its handling characteristics. He says it's a lot of fun – although 70mph is quite fast enough for him at the moment!

> Hell, who needs the real thing when a VW-powered replica looks this good?

∨ Cabin is beautifully finished and those leather pews look top quality

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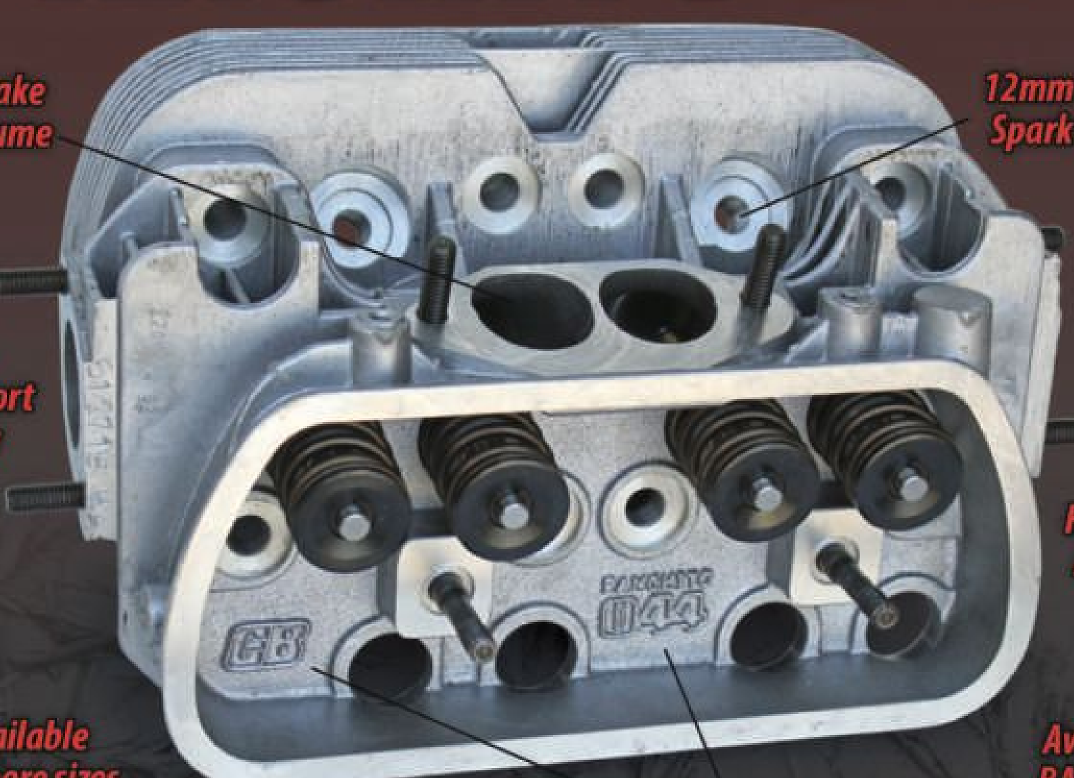
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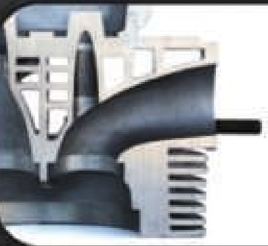

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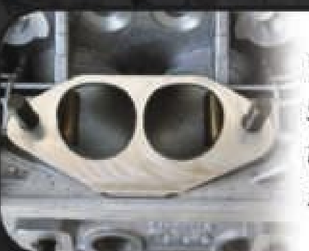

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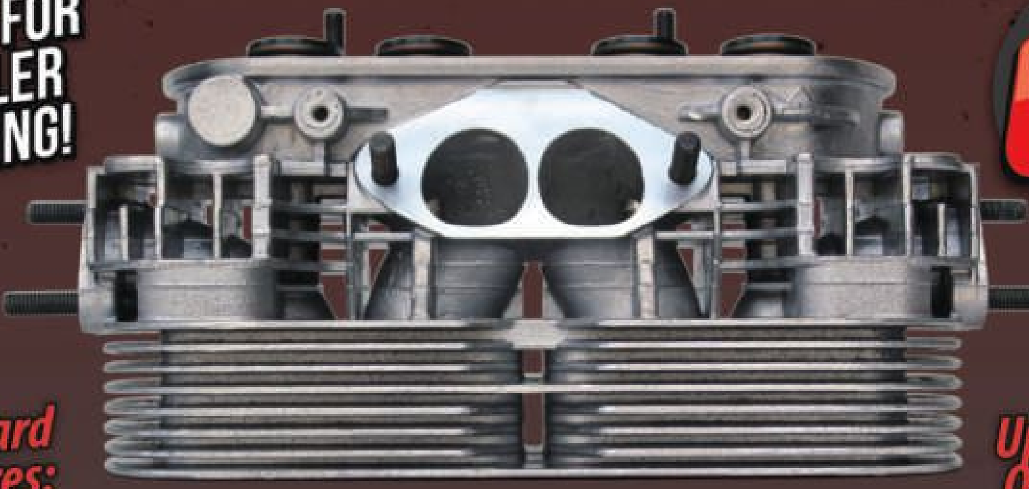

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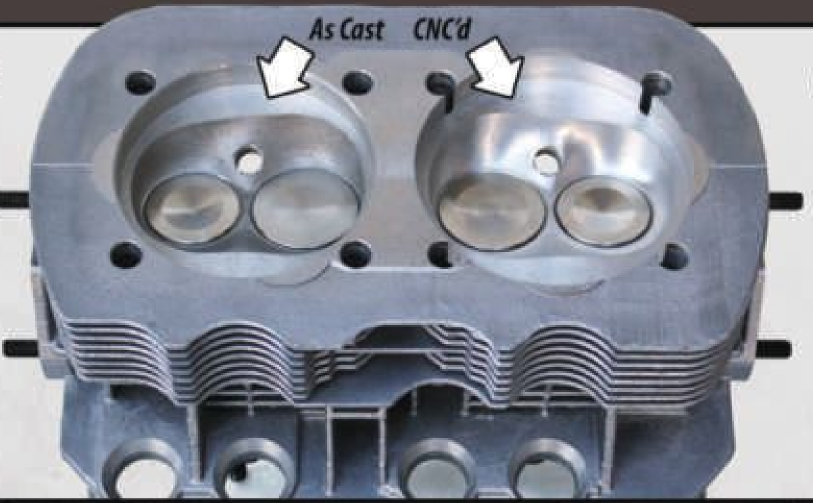

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.100	50
.200	96
.300	138
.400	158
.500	167
.600	171

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Back in black

One of the most well known Type 3s on the UK scene, the so-called Squareblack has certainly been around the block. Let's find out what it's been up to

Words James Peene **Photos** Dan Pullen

Show cars are funny things. The majority seem to enjoy their moment in the sun and then simply disappear off the face of the earth, pretty much never to be seen again. But this Type 3 is one show pony that has bucked the trend. If you’re a regular VW show goer in the UK, this ’69 Squareback will be a familiar sight because, unlike many cars of its ilk, it’s been used and enjoyed by the people who’ve owned since it first burst onto the scene in 2007. Blimey, was it really that long ago?

So it would seem, because leafing through our back issues reveals we originally featured this Squareback, or Squareblack as it was christened by the team who built it, in the Summer 2007 issue, not long after it had made its show debut at the 2007 *VolksWorld* Show. It’s safe to say it was a pretty groundbreaking car at that point, as few Type 3s had been built to this level in the UK back then.

Rather than make you dig your old issue out of the loft, we’ll do a quick recap on how this car came about. You wouldn’t think it to look at it, but the original transformation took just six months. Before you shout bullsh…, it becomes easier to fathom when you hear it was built by Type 3 Detectives (now more commonly known as Type 2 Detectives) who do / did this sort of

TECH INFO

BODY:
1969 Type 3 Squareback, repainted black; Flat 4 door mirrors; US-spec overriders

INTERIOR:
Tan fat biscuit upholstery and square weave carpets; genuine EMPI GTV steering wheel; Gene Berg shifter

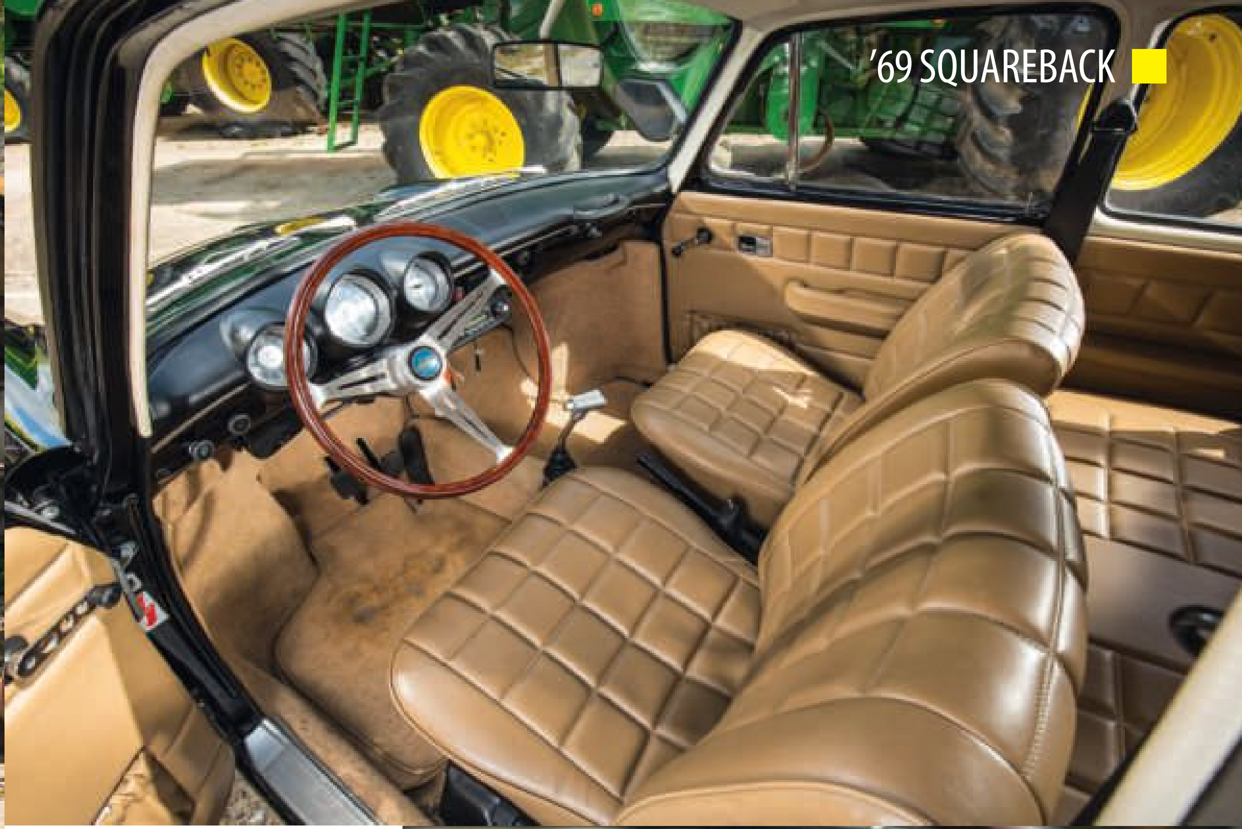
ENGINE:
2007cc pancake motor; dual EMPI 40HPMX carbs; full-flow oil system; Vintage Speed exhaust

SUSPENSION:
T2D 4-inch narrowed link pin beam; dropped spindles; Porsche 944 disc brakes; adjustable rear spring plates

WHEELS:
Detailed 4.5 and 5.5 Flat4 Fuchs; 145/60-15 and 165-15 tyres

All of the exterior brightwork is still in A1 condition, 10 years on

It's been seen on various wheels over the years, but detailed Flat4 Fuchs suit it best, in our humble opinion



Fat biscuit upholstery replaced the previous OEM-style red basket weave for a more custom look

Arguably, the coolest Type 3 ever to roll out of Burwell

You can buy repro GTV steering wheels from Flat4, but this is a real deal EMPI GTV

Don't let the mileage fool you, this is one show pony that gets to ride out, a lot

thing for their daily bread. In 2007, the Detectives were more occupied with tracking down parts and working on Type 3s than Type 2s, but have moved with the times, and so are now better known for working on Buses than VW's weird Variants.

Grand Poobah

However, unlike the majority of vehicles the Detectives turn out these days, this one was built for T3D Grand Poobah, Paul Medhurst, himself. Paul wanted a really standout show car because, at the time, he thought it was going to be the last Type 3 he would build to this level. The donor car was shipped straight out of Compton, California and started out as your typical, solid (-ish), white So Cal Variant.

The floorpan was stripped, repaired and re-assembled with all new components in house, while the body repairs were handled by local metalworker, Mark Van Driel, who replaced the front and rear valances and repaired the various other bits and bobs the 'shell needed. When the time came to lay on that black paint, the car was shipped to Gavin Jones at Trailer Queen Restos. Black is the most unforgiving colour to paint any car, and it's testament to Gav's work that this Squareback looked so good in black and has stood the test of time as well as it has.

When T3D first bolted it together, the 'pan was rolling on a narrowed link pin Beetle beam with dropped spindles and Porsche pattern disc brakes. Wheels were the then new-to-the-market Flat 4 Fuchs, chromed versions, and in that guise Paul's Type 3 rolled out of Sandown Park with a Top 20 trophy. Job done.

From there, the Square went to the first European Bug-In at Chimay where Ireland's Wayne McCarthy took an immediate shine to it and agreed to take it off Paul's hands, but not before he'd got T3D to agree to a few changes. Paul reveals: "There were a few things Wayne wasn't keen on that we agreed to change, and sort a few other finicky details. Basically, Wayne wanted it detailed to a higher standard, and when it was ready he sent this chap over to collect it and go over it in fine detail to see if we'd done everything he'd asked for. To this day we still refer to him as bullet-tooth Tony." Fortunately for everyone, Tony was happy with what he saw, and the car made the journey to Ireland.

"This Type 3 is one show pony that has bucked the trend"

19 CALIFORNIA 68
NAV250F
SQUAREBLACK

With the exception of a few localised repairs, the paint on this car is now almost a decade old

Irish cream

Now, if you think the name Wayne McCarthy sounds familiar, it's because as well as this car he's gone on to own several other feature / show cars, including Richard Legg's '71, the cover car on our 20th anniversary issue, and his own 'Ruby Rat' (which is anything but a rat) that won numerous prestigious awards, so the Squareblack was going to be in safe hands. Wayne explains: "This car just did it for me. I like Type 3s and have owned a Notch for 20 years, but as soon as I saw this one I thought it was iconic, because it was the first Type 3 I'd seen done to this standard. Back then, the car was on Gas Burners and I wasn't keen on the interior, which had US-spec high backs in the front, trimmed in red basket-weave vinyl.

"I had the car in Ireland for a bit, but sent it back to Paul in December 2008 to get the interior re-done in tan fat biscuit with matching square weave carpets. I wanted to give it that Wayne McCarthy feel all of my cars have, so also had Paul fit an EMPI GTV steering wheel and install air ride [shocks on the front and bags on the rear]. He also changed the wheels back to Fuchs, but this time they were detailed in black.

"When Paul debuted the car it was powered by a 1584cc engine with twin Weber 36IDF carbs, so I had him install a 2007cc motor as I wanted to enjoy driving it."

And drive it Wayne did. He took the Square back to EB-I in 2009, driving from Ireland, through England and all the way to Belgium with his son, Patrick. They still laugh about how the throttle cable stuck open in Brussels and how the engine dropped a valve after all those miles there and back as soon as they drove off the boat back in Ireland.

Joe the Tow was given the task of returning the car to Paul for an engine rebuild and Wayne picked it up and drove it straight to Stonor Park where it won Best of Show and then to VW Action and Edition 38, which is where the cat in the hat comes into the picture.

Estate car

Jamiroquai's Jay Kay is almost as famous for his love of cars as his music, and spotted the Square at Action. The story is he wanted something he could use to drive his dogs around his country estate in, and the Type 3 tickled his fancy.

In 2010 Jay Kay's man – Stuart from Eclectic Cars – rang Wayne to sort out a deal and both he and Jay ended up flying out to Ireland where they bought the Square, plus Richard Legg's old Resto Cal and the ex-JGE Double Cab that Wayne also owned at the time. "They nearly cleaned me out," laughs Wayne, "but that got me my mojo back for buying and selling cars again and made me do Ruby."

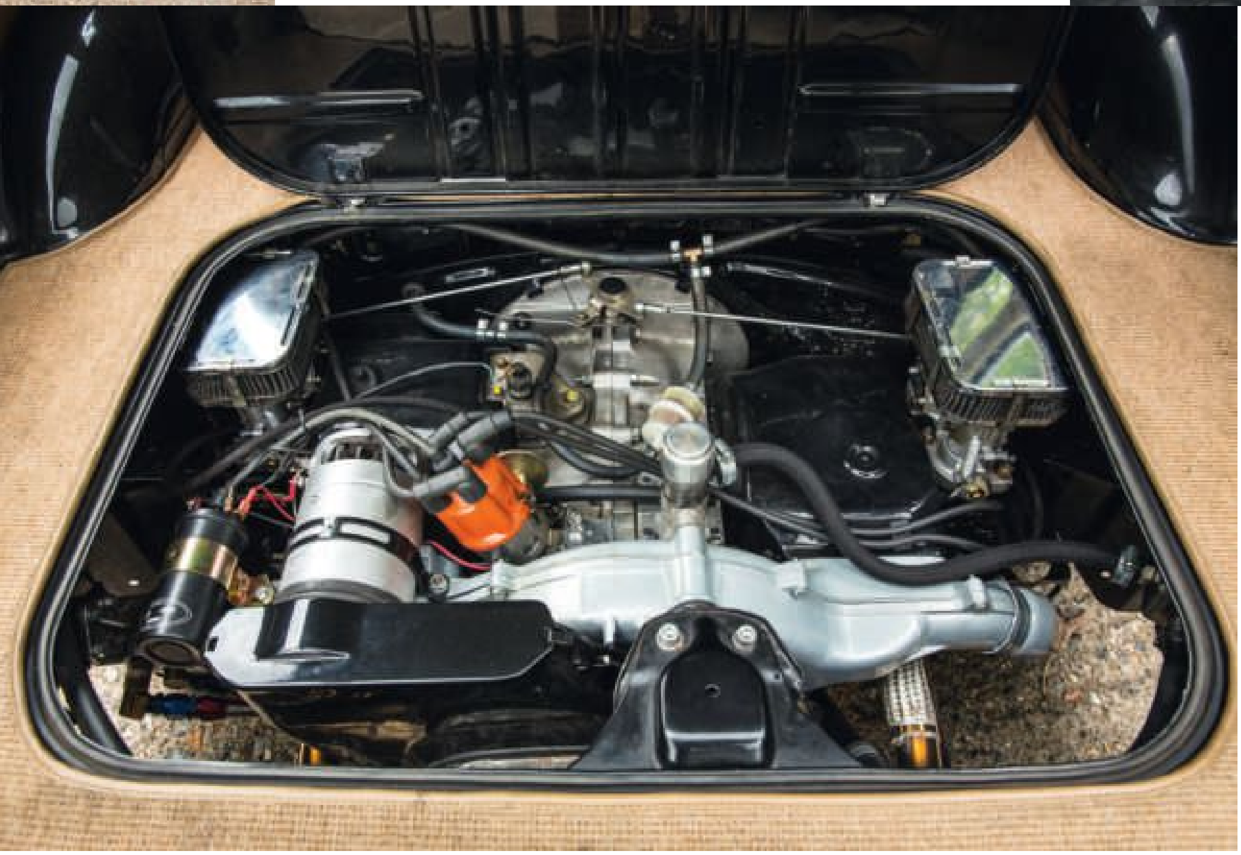
According to Wayne, "Jay had the high quality sound system installed, but I don't

> "Jay [Kay] had the high quality sound system installed"

> Tan square weave might be a 'mare to keep clean, but it looks the dogs in a black show car

“You wouldn’t think it to look at it, but the original transformation took just six months”

^ Small filters are necessary on a Type if you want the lid to fit!



< Current engine is a mild 2007cc stroker that all fits nicely in the hole

Car has had various suspension configurations over the years but now rides on a 4-inch narrowed T2D link pin beam and dropped spindles

think his dogs liked travelling in the Square. Maybe the engine was too noisy underneath them or something? And when a Ferrari shooting brake came up for sale, he decided that would better fit the bill. He is a Ferrari man after all, so the car was given to Eclectic Cars to sell on." And that's when Tony Hopkins bought it.

Tony owned the Square for six years and drove it all over Europe before the wheel went full circle and Paul Medhurst decided to buy it back as a bit of a nostalgia trip. What's that they say about never re-visiting old girlfriends and cars? Paul: "The car had been done nicely to begin with, and had been looked after by everyone who'd owned it since I'd first sold it over 10 years ago. Some of the paintwork needed re-doing, but nothing serious, just stone chips and things like that, so it's still 90% the original Trailer Queen Restos paint.

> "It's static now, but rides so much better than it did originally"

"Things have moved on since we first did the suspension, and I was never a fan of the air ride on this car either, so removed it. It's static now, but rides so much better than it did originally. It's got one of our latest 4-inch narrowed beams with adjustable caster for more positive steering and better all-round handling and dropped spindles. Personally, I'd say it's 100 times better with this set up.

"The original 2007cc engine was feeling a bit tired so we went through it all again and upgraded the oiling system. I know it's one of those cars that I'll regret selling when it goes again but that's just how it is."

The saying goes that you never truly own any old car, you're just a custodian for a while, and whoever steps up and adds their name to the logbook next will need a safe pair of hands as this is one show car that still draws a crowd wherever it goes. Long may that continue.

To Tony Ant Friend,
Hope You Enjoy it!
it's PHAT!!!
x

Using a car like this as a dog carrier is Virtual Insanity (sorry!)

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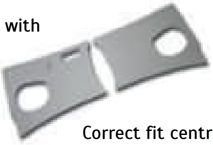
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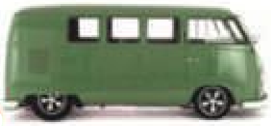

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Split decision

Want to dodge the lemons and land yourself the perfect Split? Read on

Words and buying photos James Peene

What is it about Split Screen Buses that makes every man, woman and their dog lust after them? Even people who know absolutely nothing about old Volkswagens will say they want one when you mention you're into VWs, which goes some way to explaining why they cost so much these days. Supply and demand, along with an unhelpful amount of 'scene tax', has pushed prices into the stratosphere. But if you're in the market for one, there are plenty of examples to choose from, you just need to take your time and know what you're looking for. In fact, the best advice we can give is that if you are new to old VWs, take someone who knows what they're looking at with you. That way, they can reel you back in when excitement gets the better of you and prevent you from landing yourself with an expensive old dog.

First, some history

German production of the Split Screen Bus came to an end in August 1967 (you might find the odd later Brazilian or South African-built example, but they're few and far between) so even the newest examples are 49 years old now. So, half a century of salty British roads, living outside in all weathers, wet and windy campsites and MoT-quality repairs will have taken their toll. As ever, try to buy the best example you can find. Go and look at as many vehicles as it takes until you find the right one, and don't be sucked in by shiny paint and accessories. In fact, shiny paint is something you should be suspicious

This is the dream, but you need to keep your feet firmly planted in reality before you too can be out enjoying the Split Screen lifestyle

of, so ask the seller for pictures of what it looked like before and during the paint process. These days, with just about everyone owning a camera 'phone, there should be plenty of pictures of the restoration process kicking around. If they don't have them, ask yourself why, because a coat of paint can hide a multitude of sins and shoddy repair work.

We'd say it's always better to buy a vehicle with a sound body than good mechanicals. Engines, gearboxes, suspension etc. are the easy bits as they bolt on and off. Rust repair and paint, on the other hand, is a messy, time consuming and therefore expensive business, and invariably costs a lot more than you initially bargained for.

Even if you're not into the patina thing, finding a tatty Bus with faded, original paint is no bad thing. Generally speaking, a Bus like this has less to hide, whereas a shiny Bus without the seams between the long panel and wheelarches is guaranteed to have been welded and filled in the past. You may be happy with that, but putting someone else's bodges right is often harder than fixing something that hasn't been messed with in the first place.

Dry state imports

All of this helps explain why so many people are shipping Buses in from America's so-called 'dry states', and why the majority of Splits you'll find for sale in this country are left-hand drive. Don't let this put you off, but it is a consideration. Driving a left hooker in the UK is not a problem (though a Panel Van can be), and if you use a specialist classic car insurer it won't dramatically increase your insurance premium as some people seem to think.

As a final aside, if you're intending to buy a Bus blind through the internet tread carefully. You wouldn't give a stranger on the street your bank card and pin number, so why would you send someone you don't know money for something you don't even know for sure they own? Fake ads with amazing Buses at bargain prices are always popping up on our radar. If something seems too good to be true, it usually is. Always go and see the vehicle you are hoping to buy in person, and if the seller is vague or evasive, walk away. There are plenty of Buses out there to choose from, so just take your time. If you are buying a Bus from overseas (such as the US) talk to them on the 'phone, strike up a rapport and be prepared to do a bit of digging to ascertain their authenticity. Asking for photos of obscure parts to confirm they are a genuine seller is a good ploy. Again, if there's an element of doubt or if they come over at all evasive, call a halt to proceedings. ■

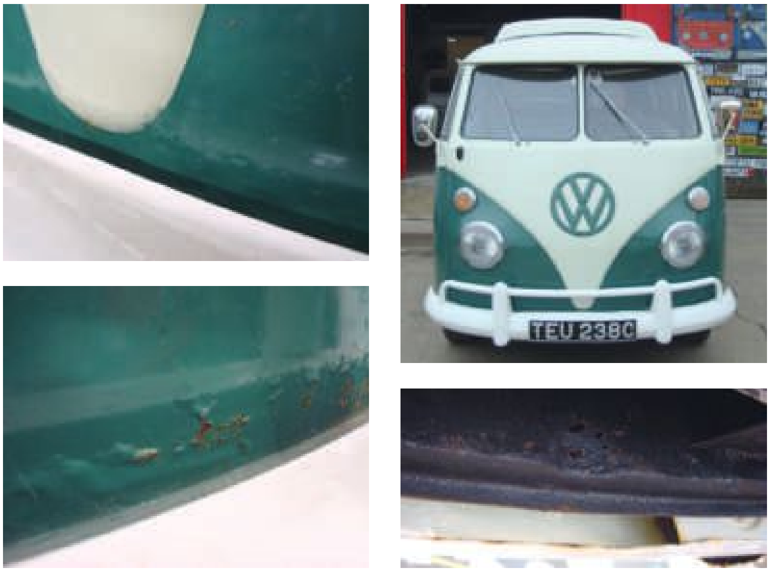
Thanks to Johnson Autoworks for their assistance with this article. www.johnsonautoworks.com Tel. 01509 889552.

With the huge number of Split Buses that have been imported in recent years, chances are some at least of those you look at will be left-hand drive. Are you prepared to drive a left hooker?

SO HERE'S WHAT TO LOOK OUT FOR

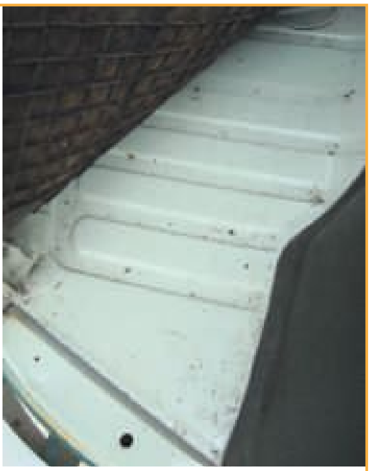
Windscreens

Bubbling around the rubbers and rust streaks are signs that rot has set in here, even if you can't see it. If the windscreens have been leaking, water will have settled at the lowest point, which is generally the outside corners, or the cab floor. You can buy repair sections for these areas, but they're a tricky job to weld in. And while we're on windscreens. Safari windows – you know, those opening ones you see people driving around with – are a cool accessory but were designed for sunnier climes than the UK offers, and are notorious Bus rotters. In short, they do a UK Bus no favours whatsoever, so are best avoided.



Front panel

The lower valance is a common rot spot. The first sign of trouble is bubbling paint because they rot from the inside out. Take a look underneath and behind to check for holes or crustiness. Repair panels are readily available, but fitting one means cutting into the lower part of the 'V' swage line so is best left to a competent bodyshop. Complete front panels are also available, but they're not as good quality as original VW metal so it's best to only cut out what you absolutely have to.

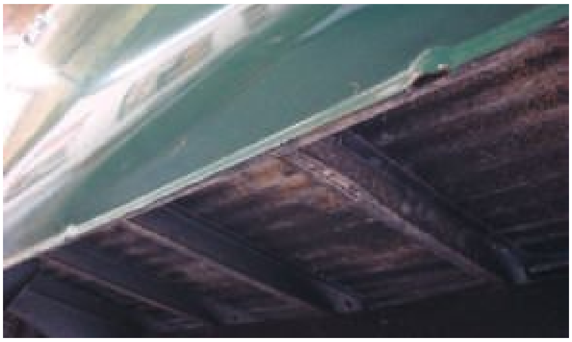


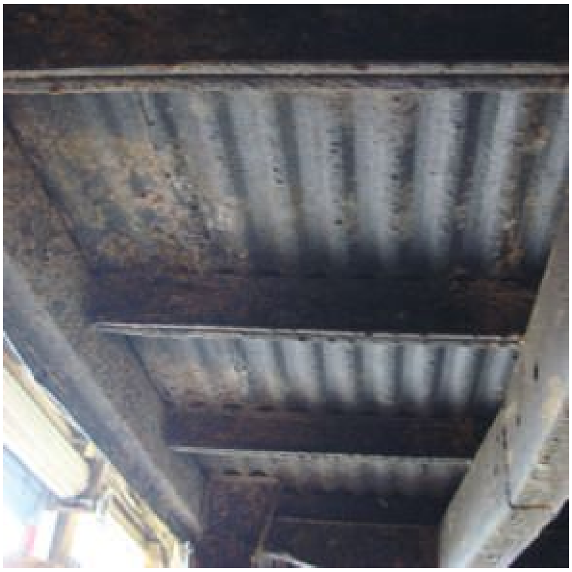
< ^ Cab floors

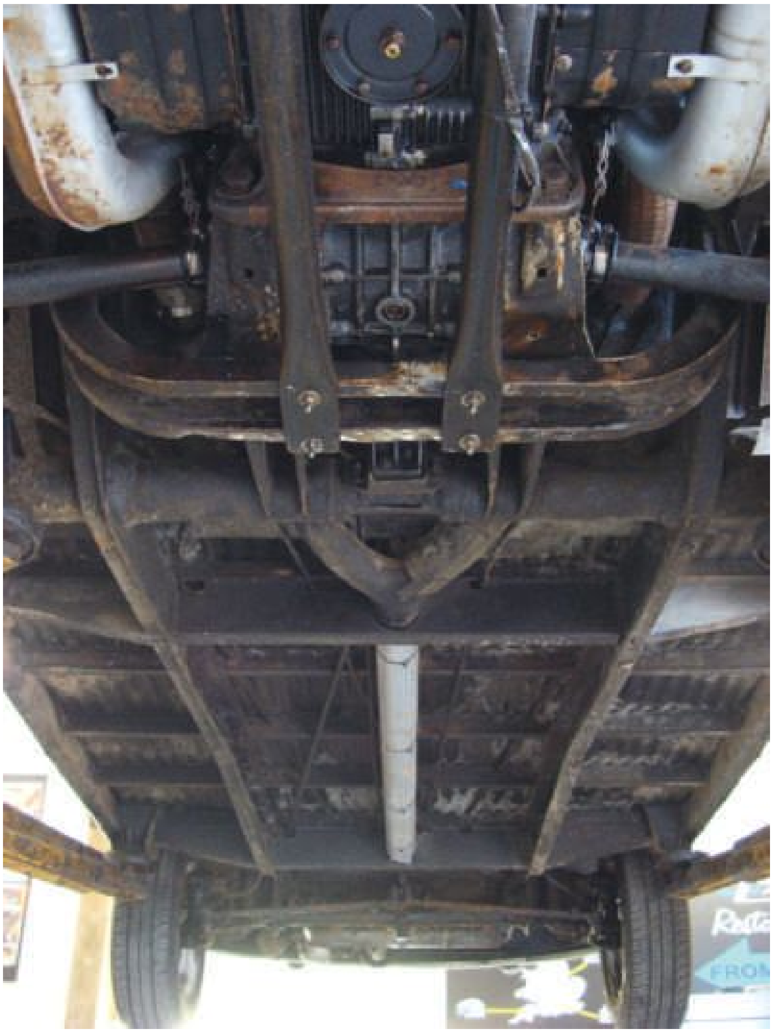
Lift the cab floor mat and check the condition of the metalwork beneath. If you're lucky, you'll find nice solid metal like this but, if your door or window rubbers have leaked, you're likely to find thin metal, pin holes and rust. Worst case scenario: you'll need to replace one, or even both, cab floor halves.

˅ > Sills and chassis

If the outer sills look dubious, there's almost certainly worse to come. And if the outers are bad, there's a high chance the inner sills are rotten, too. As well as these, you need to check the chassis rails, outriggers, jacking points, crossmembers and heater tube for corrosion and previous repair work. If a Bus has belly pans fitted, much of this will be out of sight. These can be good for keeping rust at bay, or good at hiding major issues behind them. If you look at a Bus with them fitted, assess the state of the metalwork around them. Whilst you are there, look at the underside of the cargo floors.







< Cargo floors

You're likely to find rust in the area under the loading door opening and in the areas beneath the side widows caused by, yes, you guessed it, leaky rubbers. This is especially the case on US imports because when the rubbers dry out in the sun, they allow moisture in and it will collect in the lowest point it finds. This is made worse by the fact you can't actually see it when there's a camping interior fitted.

USEFUL UPGRADES

According to Johnson Autoworks, the most common upgrades to a Split that truly enhance the driving experience are to ditch the reduction boxes and go IRS. You're looking at £3,500-£4,000 for that, fitted. If that sounds a lot, you can buy an IRS kit from Creative Engineering for £600 and save about £1,500 in labour charges, but then you have to track down the correct gearbox, rear brakes etc. and these parts aren't as cheap or readily available as they used to be. Plus it's a pretty involved job.

The next best thing is a steering rack conversion. That's £1,000 for parts, plus a day's labour if you pay a garage to fit it.

And, of course, there's lowering. An adjustable beam is £500-£600, dropped spindles are £400 for a rebuilt pair and you'll need to factor in new balljoints, track rod ends and all manner of other smaller bits and pieces. If you like the idea of a narrowed front end, you'll also need to buy narrowed leaves, or cut your existing set down, or pay someone to do it for you. Chassis notches, steering box raises... it all adds up. You're probably looking somewhere in the region of £2,000 if you were to pay a garage to fit an already built-up adjustable beam for you and perform an all-round 'sensible' lowering job. ■

Side panel and long panel

Are the ones you're looking at wavy? Ripples in the metal are a strong indication that any previous repair work has been poorly executed. They're a long, flat panel and getting them straight isn't easy, which is why a common fix for damaged ones these days is to cut the entire side off and bond (glue) a complete replacement panel in its place. It's drastic, but it's generally easier in the long run than trying to repair what's there.

Doors

Look for bubbling at the bottoms and feel along the lower edges for rust. You may get away with fitting a replacement outer skin but, failing that, you'll be looking for a good second hand replacement, and these are much harder to find these days, and therefore expensive. Rust isn't picky, given the chance it will take root in all the doors and around the rubbers / glass and hinges, so check all of these areas carefully.

Cab steps and front wheelarches

Also known as doglegs, the areas just beneath the cab doors are a common rot spot. The upper surfaces take a pounding from people climbing over them, and the undersides from all the muck and water the wheels fling at them. It doesn't help that the edges trap dirt and crud either. Replacements vary in quality, but the cheaper you go, the more time you'll spend trying to make them fit.

Engine

Regular maintenance and oil changes are key to longevity. Most Splits will have a 1500 or 1600cc engine, which is adequate, but they do have to slog up hills and therefore often have the nuts revved off them. Look for smoke, check the bottom pulley for end float and have a nose round for oil leaks. Oil can come from pretty much anywhere, but the most common leaks are from the flywheel oil seal and pushrod tubes. Neither is the end of the world, but factor it into the purchase price of the Bus.

Roof and gutters

Repairing rusty gutters is a nasty business and, if you find major issues here, you might want to think twice about that particular Bus. The drain holes become blocked with dirt and debris (often made worse when a roof rack is fitted), which further prevents moisture escaping. If there's a pop-top, examine the condition of the seals because a leaky pop-top will ruin an interior and cargo floor if left unchecked.

Rear corners

Yet another common rot spot. Are you starting to get the picture here? Again, look for bubbling caused by corrosion and dents from accident damage. Behind these you'll find battery trays and these can rot out on even the cleanest of Buses due to leaking battery acid.

Rear wheelarches

Like the fronts, these take a lot of punishment from having debris thrown up by the road wheels. It's not unusual to find one or even two replacement 'arches welded over a rotten original. You can usually tell something is amiss when a line a few inches above the bottom of the 'arch appears – this is moisture getting into the join. Rear 'arches also rust along the bottoms, so look for that, as well as any previous accident damage.

Bumpers and trim

Anything you have to repair or replace is going to cost you money, not to mention time if you want to track down original parts. Genuine VW stuff is invariably better quality than aftermarket – but not necessarily if it comes with *Hecho in Mexico* (Made in Mexico) written on it – and you'll almost always pay more for it. Things like bumpers and nose badges used to be cheap, but not any more, and you don't even want to think about replacing missing pieces of Deluxe trim or Samba corner windows. As we said before, buy the best, most complete Bus you can afford.

> "There's a plethora of specialists making and selling everything and anything you need to restore [a Split]"

PARTS AND PRICES

The VW Bus market has never been so well served. There's a plethora of specialists making and selling everything and anything you need to restore even the very worst Split these days, but prices aren't cheap, especially for the higher quality components. Typical things you might need to replace would be outriggers (£14 a pop), a jacking point (£26), battery tray (£30) and cab floors (£29 each). Complete front panels are between £280 and £650, depending on which quality you want, windscreen repair sections are £160, while lower rear corners are £29. Buying all the parts to repair a very rusty example will soon add up and, if you can't weld yourself, you'll have to pay a bodyshop to do the work for you, in which case you'll need to factor in an hourly labour rate and the cost of materials. And remember there will be VAT on top. It's not uncommon to hear quotes of £10,000+ for body and paintwork on Splits these days, but a bad one can easily rack up a much bigger bill than that.

If you end up having to replace the engine, a complete, 'turn key' unit will be roughly £2,500, but just a reconditioned long block will cost about half that.

Interiors can be refurbished piecemeal, and the options if you don't want to stick to original spec are endless.

At the end of the day, how much it will cost to restore a particular Bus is impossible to say as it will depend on what is needed and how far you want to go. But, look at any potential purchase with an open mind, take a notepad and pen to jot down all the things you think it will need then go away and cost it all up. If you then double that figure, you will have some idea how much it's likely to end up costing, and hopefully will be pleased if it comes in at less. This is a useful exercise to undertake on any potential purchase before you dive in and get too involved. ■

Suspension and steering

A Bus with stock suspension will soak up any bumps and poor road conditions with ease, but they do have a tendency to wander in cross winds and when the steering boxes wear you can turn the wheel an alarming amount before anything happens, which can be disconcerting, to say the least. Check all the components for signs of wear and split rubber boots. Fresh grease on the grease nipples is always a good sign, but things like link pins are often worn out from lack of regular maintenance. A great many Splits will have lowered suspension, which is fine if it has been done properly, but our advice is to avoid extremely low ones. Inspect the quality of any welding (like adjusters or chassis notches in extreme cases) very carefully. Low Splits will clout their steering boxes on the ground unless they've been raised. Again, assess the quality of the welding to see if you're happy with what's been done.

Exhaust and heat exchangers

Check for rust and gaps where everything joins together. Leaks in the system will lead to poor heating in winter and can allow fumes into the cabin. Missing heater tubes and cables are stupidly common, but it's easy to get everything working as VW intended with a little time and patience.

Gearboxes

These are pretty robust so should last forever. Worn linkages will hamper shifting and replacing all of them is a pretty involved job. Whining noises and jumping out of gear signal replacement is imminent. From the factory, all Splits came with reduction boxes to help them haul heavy loads. These are often leaky and temperamental, so most owners ditch them and convert their Split to straight axle or IRS set ups. Any Bus that has been significantly lowered is likely to have had this conversion done as well.

Brakes

From the factory, all Splits came with drum brakes front and back in the 5 x 205 bolt pattern. Properly maintained and adjusted, they should easily bring a stock Bus to a halt. Look for leaking from the cylinders (damp patches on the rear of the drums and wheels) and bulging brake lines. On the move, if the Bus pulls to one side under braking, you've got a leaky cylinder, or possibly a badly adjusted drum. Replacement parts are cheap enough but, if you are a novice, fixing them should probably be left to the experts.

Interior

What's inside will depend on the type of conversion you're looking at. In this instance, you're looking at a Westfalia SO42 with all the kit. Missing components are not cheap to replace and torn or missing headliners will cost a packet to have re-done as they're a swine to fit correctly and the side sections require all the windows be removed. Front seats on the majority of Splits are bench seats, although you could order a Split with the front 'walk-thru' option ie two separate seats with a gap between. Damaged upholstery is easily changed and you can buy OEM-style replacements off the shelf from the likes of TMI, but again the cost can quickly add up if the whole interior is shot.

WHAT TO PAY

Most people will tell you the supply of good, rust-free Splits has dwindled of late, so importing a good one isn't as easy as it once was, but it's still probably better to buy a less rusty example from overseas than to restore a RHD English example. You might pay a little more for a right hooker but, unless you're dead set on sitting on the right, there's little point in paying the premium.

The good news is VW made a lot of Splits and there are always plenty for sale. The best place to start looking these days is on thesamba.com or ssvc.org.uk, where you'll also find plenty of help and advice. How much you'll pay depends on what you're buying, but you are unlikely to find even a total basket case for less than £5,000 now. The higher the spec, the more original, the more unusual, the more you'll likely pay. So if an 11-window Kombi is the entry model, the 23-window Samba is the top of the pile. Barndoors (pre-'55 Buses) are in a world of their own, and are probably best avoided by newcomers as the premium on them, and parts for them, far outweighs the enjoyment to be had from driving one!

Ignoring the real high end stuff that is changing hands for in excess of £100,000 these days, a middle-of-the-road Split, that may need a bit of work to get it through an MoT, or to keep it on the road, should be in the region of £10,000-£15,000. If you want an up and together Camper you can jump in and enjoy now, most seem to be advertised for £20,000-£30,000. As the market is currently very buoyant, a lot of sellers chance their arm by starting high, so take your time and buy the right one to start with. ■

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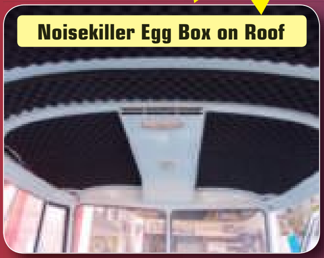

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The great late debate

In all things in life there are the desired and the not so desired, but as supplies of early air-cooled VWs dwindle and prices continue to rise, are we looking at the rise of the 'fat chick'?

Words Cathal O'Toole **Photos** Andrew Pollock

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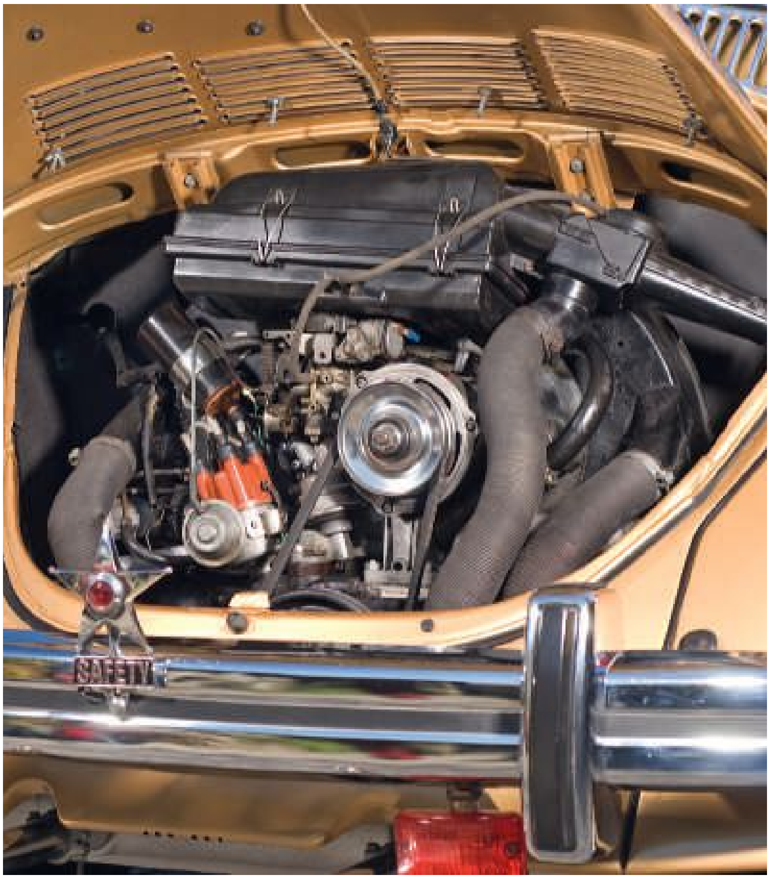
Since the days of Day-Glo shorts and all things 'rad' in the 1980s, there has been a gradual push away from the more readily available late model, post-'67 Beetles towards the earlier models. It goes without saying that we all want that hard-to-find, rarer-than-rare Beetle but, in doing so, a certain model year snobbery has developed and the humble '70's Beetle has, to a certain extent, been kicked to the kerb. But as prices being asked for Split and Oval Window, and even to a lesser extent 'early big window', Beetle projects are now where restored Beetles were not so long ago, people are starting to look to later models to get their kicks. Add in the knock-on effect of more '70's Beetle being 'done up' (badly) in the '90s, or pillaged for mechanical parts to build kit cars, Buggies etc. and the once



^ VW's 1.6-litre, twin-port motor was as good as it got when ordering your new VW. This engine is not the original (nor is the bling alternator pulley) but is also from 1973 so is a perfect substitute.

> *Última Edición* rear lights with chrome base are a subtle modification. NOS bumper overriders were a Bad Camberg score

∨ 1303S, 1302S and 1302LS badges are getting hard to find today so, if you see one, buy it!

^ Safety star is a fun accessory, while a lockable engine lid handle is a great anti-theft device, as well as stopping nosey twits opening your engine lid at shows, and then letting it drop closed!

plentiful post-'67 Beetle is no longer the common beast it once was.

Think of it this way: when the UK VW scene really took off in the late 1980s, a Last Edition Beetle wasn't even 10 years old. Now look around you today. Would you be inclined to save a 2008 Polo as a future classic, or would you strip it of its mechanicals and slide them into a Mk1 Polo? My guess would be that you'd be more likely to do the latter, which perhaps goes to explain the relative dearth of post-'67 Beetles on the roads today.

And, of course, the model snobbery continues. Only now it's the special editions, such as the Jeans Beetle, GT Beetle or Big Beetle (a high spec 1303) that people are seeking out. If you happen to own one such special edition, pat yourself on the back because, if it's a good one, you may just have a nice little investment sitting on your driveway.

Better than that, though, as well as being more affordable to buy, parts are more readily available and a lot less expensive than those for pre-big window Beetles and, on a day-to-day basis, late

models are an all round easier Beetle to live with, coming with 12V electrics, front disc brakes (though still not on all models) and even occasionally niceties such as heated rear windows, reversing lights, intermittent wash / wipe and possibly high back seats. In the UK, where it's known to rain a bit, having intermittent wipers is a pleasure, saving you having to reach up to the dash switch every minute or two. Okay, that's a very first world problem, I agree, but it all goes toward making a late model worth a second look.

Controversial

To aid this discussion, here's one I made earlier! A fine example of perhaps the most controversial Beetle model of them all, but the one that can be the nicest driver you'll ever experience – the 1303, or 'fat chick' as they're known in some circles. This one is a 1973 S model, making it very nearly the ultimate incarnation of the Beetle, but not quite. I know not everyone will agree with me but, before you close your eyes, consider what the 1303 represented. To the designers in Wolfsburg, it was the most advanced Beetle ever produced and was seen as the way forward for safety and innovation. It was a daring move by VW to unveil such a radical change to the model so late in its production run, but it showed the factory was not entirely blind to the march of technology around it. Of course, they were never going to mess significantly with the original body shape, but adding MacPherson strut suspension up front brought new owners to the VW fold, who perhaps before had been concerned by the unfamiliar torsion bar suspension, and appreciated the roomier feel to the 1303's interior. When the revamped Cabriolet model was introduced, the change seemed to work better than ever.

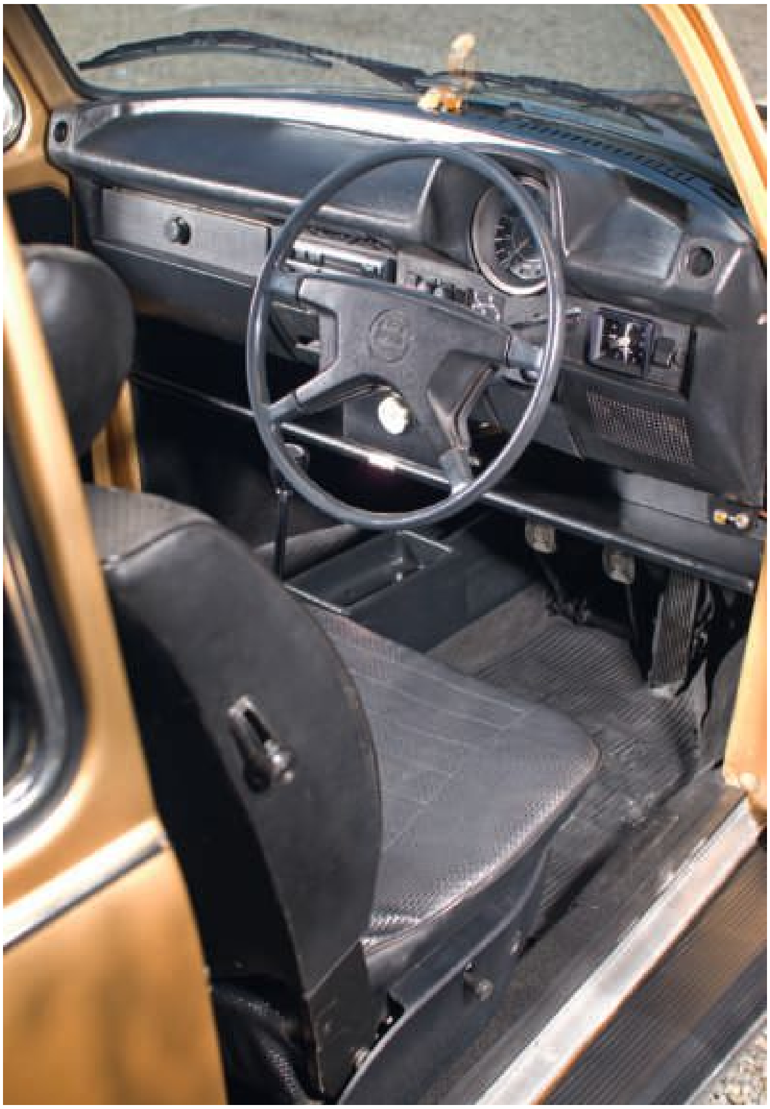
Late bloomer

This car is owned by Ger O'Brien. Ger is a late bloomer to the VW scene, having owned Opels, Toyotas, the occasional Mini and a motorbike or two throughout his adult life as practical means of transport for his family.

>

Four vent engine lid lets in more air to cool the 'big' 1600cc engine, while the Kamei accessory vent cover keeps the rain out. Engine lid vent trims and rear window vent trims were optional extras

"people are starting to look to later models to get their kicks"
VW 1303 S
4373 ZL



Love it or hate it, the '70s was all about the plastic!

Picnic set may be a modern retro one but the radio is definitely an oldie! The Kamei rear parcel shelf cover is a rare accessory today, especially in good condition

These aftermarket head restraints were the thing to have if you were safety conscious in the '70s but couldn't afford VW's own high back seats

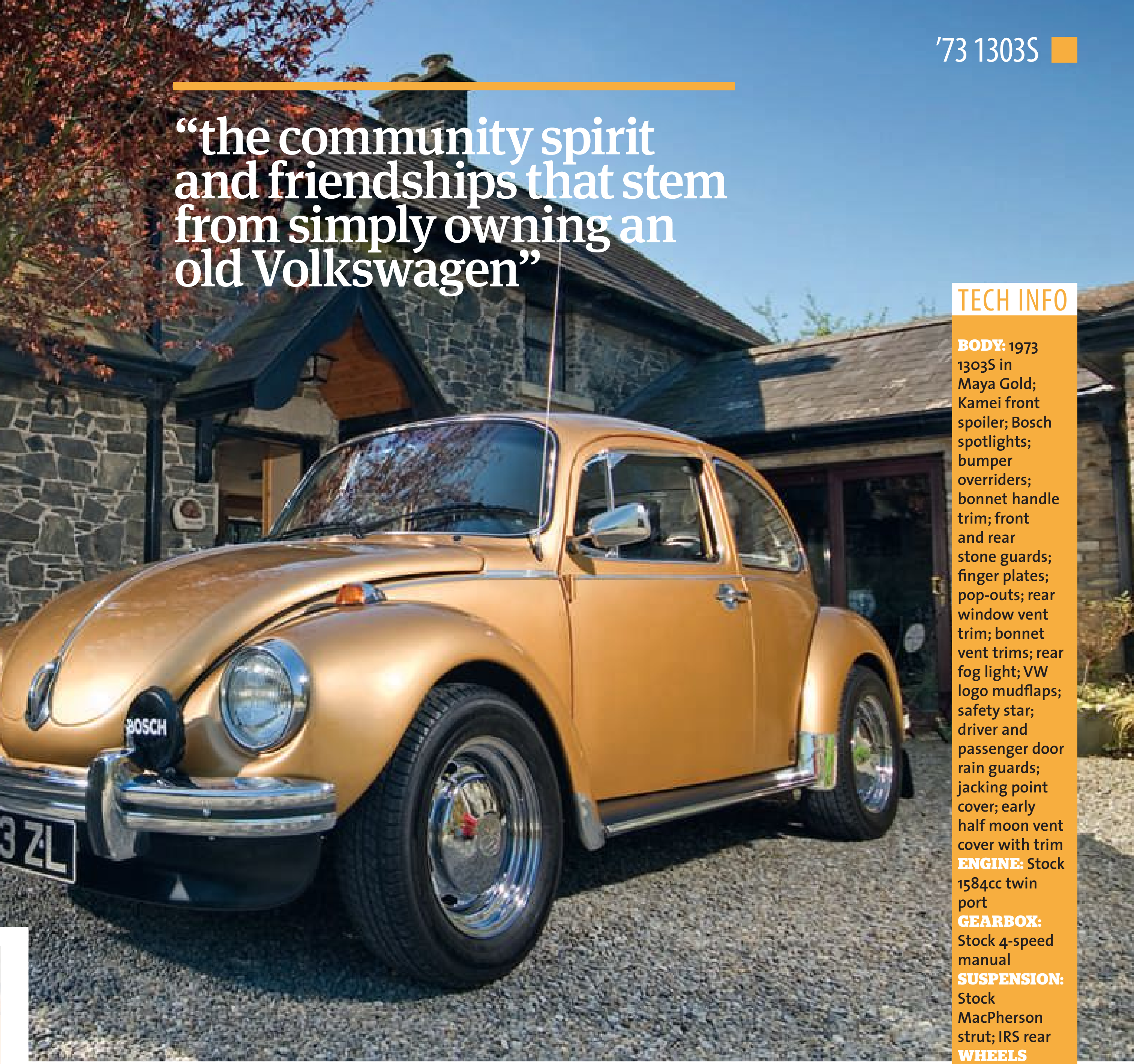
Optional extras in '73 included a VDO clock. This particular one was added later but a working, original-fit clock is a rare piece today

The speedo was recessed in the overly padded dashboard of the 1303 and 1303S models. This was progress in both safety and style in 1973

Thanks to MacPherson strut suspension, '03s had a cavernous boot compared to the torsion bar Beetle

"if it's a good one, you may just have a nice little investment"

> "the community spirit and friendships that stem from simply owning an old Volkswagen"



He was actually dragged into the scene by his son, Brendan, when he bought his first car, and first Beetle, in 1995. Brendan still has his car today, and in fact it was featured in this very magazine in March 2015. So Ger found himself going to VW shows all over Ireland in Brendan's Beetle, as well as hitting European shows such as Bad Camberg in Germany. In doing so, he developed a certain love and respect for the simple flat four motor and, more importantly, the community spirit and friendships that stem from simply owning an old Volkswagen. For Ger, it became more about owning and driving a VW, and being part of an ever-changing scene, than having the oldest or the rarest.

So when Ger was looking to make that first step into Beetle ownership, he was less concerned about hunting down that wallet-bursting sunroof Oval – three fold of course – and more concerned about finding a good, useable Beetle at an affordable price. The trouble was, even in 2005, the supply of likely candidates was already beginning to dry up, so he asked Brendan what to do. Having bought his own Beetle from a gentleman called Gerry O'Sullivan, they touched base with Gerry once more to see if he had any leads. As it happened, he was mid-way through the restoration of a 1973 1303S, so the father and son team headed to Gerry's workshop for a look-see.

What they found was a now solid Beetle body, having had new heater channels, front valance, rear quarters, lower door pillars and a full set of replacement wings fitted. The chassis had also seen some loving in the form of new floorpans, and the whole lot was ready for paint. He liked what he saw and, encouraged by Brendan, agreed a deal with Gerry that included being able to pick the colour the 'shell was to be painted in. For Ger, it was a no brainer, it had to be the original Maya Gold.

A fine vintage

Now, a standard 1303 would have left the factory with a 1300cc motor out back, but the addition of an 'S' meant a neck-snapping 1584cc (1600) motor was under the engine lid. Was being the operative word. Sadly, the original engine

TECH INFO

BODY: 1973 1303S in Maya Gold; Kamei front spoiler; Bosch spotlights; bumper overriders; bonnet handle trim; front and rear stone guards; finger plates; pop-outs; rear window vent trim; bonnet vent trims; rear fog light; VW logo mudflaps; safety star; driver and passenger door rain guards; jacking point cover; early half moon vent cover with trim
ENGINE: Stock 1584cc twin port
GEARBOX: Stock 4-speed manual
SUSPENSION: Stock MacPherson strut; IRS rear
WHEELS AND TYRES: Chromed 5.5J steels with hubcaps; Dayton 195/65 R15 all round
INTERIOR: Stock black basket weave upholstery; Kamei rear shelf; Kamei tunnel tray; VDO clock; under-dash tray; head restraints; VW logo aluminium sill trims; original carpets and rubber floor mats

was long gone and a wheezy 1200 engine was in its place, so Ger set about sourcing a replacement. His searching turned up a 1973 vintage 1600cc engine perfect for the car. This was simply cleaned and detailed, as per factory spec, and in it went.

Next on the to-do list was the interior and, being a 1973 model, it came as standard with black basket weave seat covers, rubber floor mats and black vinyl door cards, so that’s exactly how it looks now. Ger has added a few choice extras, located for him by Brendan, including the Kamei tunnel tray, head restraints, a dash clock from a Karmann Cabriolet, radio, under-dash shelf and a Kamei rear parcel shelf. Brendan also turned up the rear pop-out windows, which add a little extra bling to the Maya Gold paintwork, as well as some much needed additional ventilation.

> “give a second look to the next big thing, the fat chick”

The ’73 isn’t rolling on its original rims, but instead sits on 5.5J chrome steelies, which really beef up the overall look. Further beefing comes courtesy of one – four actually – of the many accessories bought at the last Bad Camberg meeting. NOS bumper overriders, underneath which you’ll find an NOS Kamei front spoiler and above which now sit a pair of period Bosch spotlights. Not to be outdone, the rear features an NOS VW fog light mounted under the bumper, engine lid vent trims, VW logo mudflaps, a safety star, engine lid lock and a NOS Kamei engine vent cover. The eagle eyed amongst you will also have spotted the *Última Edición* Beetle rear lights with chrome base trim, again chosen to add a little bling to the rear of this 1303S.

It may look a bit over the top to those brought up on the Cal Look doctrine of less is more, but it’s all very appropriate on this car, as it was first registered to Volkswagen Ireland in November 15 1973 and was used as a demo model before being sold to a priest in Donegal. It’s quite feasible then that it would have been equipped with some of the latest accessories to make it look more tempting to the buying public. Remember, this was bang in the middle of the first oil crisis, and dealers were doing whatever they could to shift cars to a reluctant public, scared by the rising price, and subsequent lack, of fuel.

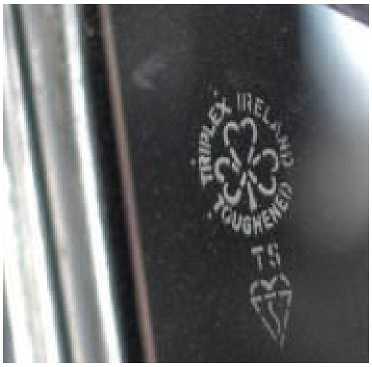
Tour of Ireland

The car went from Donegal along the west coast of Ireland to Mayo, Limerick and then back to Dublin before Gerry bought it to restore. It now calls County Kildare home, and has proved a reliable and budget friendly VW for Ger and his wife, Mary, who, we’re told, regularly asks “What’ll we do if we break down?” every time she hears a new rattle or squeak when they’re out and about in it. Ger, however, has more confidence: “The Beetle has never let me down, so I’ve never had to answer that question.”

Without a doubt, it was Brendan’s passion for VWs that brought his father into the scene, but Ger has taken lessons and is now flying on his own, in a one-of-a-kind 1303S that he has made his own, and all for a lot less than you think. There’s another positive for the late model – the price of accessories is generally on planet earth, rather than orbiting way above it.

The moral of this story? If you think you’d like to get behind the wheel of a classic Beetle but can’t afford that £15k ’64, give a second look to the next big thing, the fat chick. Trust us, you won’t be disappointed, especially when its value soars… ■

Kamei is a name familiar to anyone looking to accessorise a post-’67 Beetle. Kamei had an accessory for almost every need but, being plastic, many have not survived



Being an Irish-built Beetle, this 1303S came with locally sourced, ‘Shamrock’-logo glass. Complete sets are getting hard to find nowadays

Pop-out side windows really help the poor air circulation in the Beetle, even in the upgraded 1303 models. They look cool, too

Ger was brought into the VW fold by his son, Brendan. Now he’s bringing others in himself

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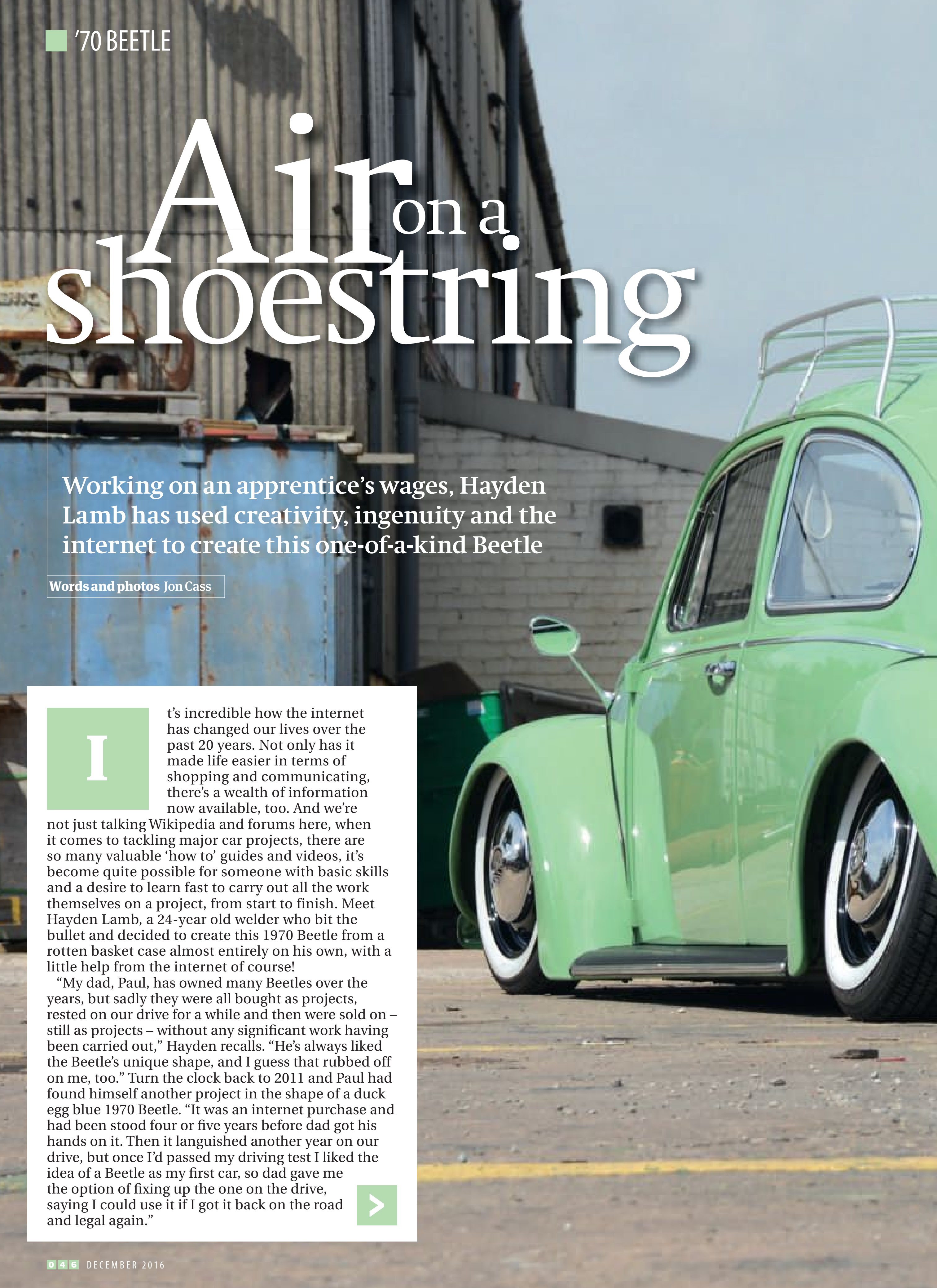


Air on a shoestring

Working on an apprentice's wages, Hayden Lamb has used creativity, ingenuity and the internet to create this one-of-a-kind Beetle

Words and photos Jon Cass

It's incredible how the internet has changed our lives over the past 20 years. Not only has it made life easier in terms of shopping and communicating, there's a wealth of information now available, too. And we're not just talking Wikipedia and forums here, when it comes to tackling major car projects, there are so many valuable 'how to' guides and videos, it's become quite possible for someone with basic skills and a desire to learn fast to carry out all the work themselves on a project, from start to finish. Meet Hayden Lamb, a 24-year old welder who bit the bullet and decided to create this 1970 Beetle from a rotten basket case almost entirely on his own, with a little help from the internet of course!

"My dad, Paul, has owned many Beetles over the years, but sadly they were all bought as projects, rested on our drive for a while and then were sold on – still as projects – without any significant work having been carried out," Hayden recalls. "He's always liked the Beetle's unique shape, and I guess that rubbed off on me, too." Turn the clock back to 2011 and Paul had found himself another project in the shape of a duck egg blue 1970 Beetle. "It was an internet purchase and had been stood four or five years before dad got his hands on it. Then it languished another year on our drive, but once I'd passed my driving test I liked the idea of a Beetle as my first car, so dad gave me the option of fixing up the one on the drive, saying I could use it if I got it back on the road and legal again."

SMB
842J

Aftermarket sloping headlights, towel rail bumpers and pre-'68 panels all help give the impression this is an older Bug than the J-reg plate denotes

With such a tempting goal in sight, Hayden set about prepping the Beetle to go through an MoT. "By then I was working as an apprentice welder, so I just patched it up where it was needed and roller painted the bodywork in matt black," he laughs. "It had a '60's-style front clip, wings and bonnet and a 1600 twin-carb engine, which never ran that well, though it kept on going for around a year."

Patch and roller

Although it made a cool mode of transport, Hayden knew the '70 had lots more potential and, once he felt more confident with the welder, decided a ground-up restoration was in order. His first problem was finding somewhere away from the elements to work on the car. "I located an old barn in Stoke where I got permission to work on the car," Hayden recalls. "It was full of rats and had no front door, but at least it had a roof!" This apparently minor disadvantage became a major one when strong winds and a bout of horizontal rain led to the first part of the project being the construction of a door for the barn. "That made things a little easier, though I'd hardly call it perfect conditions for working on a car," Hayden laughs. Once the Beetle was inside, and the rain kept outside, it was stripped down, which then displayed various other problems to be overcome. "I thought it was fairly solid until I started taking it apart," says Hayden. "The bottom six inches of the entire car was riddled with rust." The rear quarters and a pillars hadn't escaped the grasp of the tin worm either, but by now being a proficient welder, Hayden was happy to get stuck in. "I started on the 'shell first, repaired what I could and fitted a new rear valance and '60's-spec boot lid, then primered it all and put it to one side," he remembers. "I was on a very low wage at the time, so parts could only be ordered when I could afford it, which meant it all took quite a long time."

"it's become quite possible for someone with basic skills and a desire to learn fast to carry out all the work themselves"

“I was on a very low wage at the time, so parts could only be ordered when I could afford it”

Hayden knew from the beginning he wanted his Beetle to have an ultra low stance, but still be useable, which pointed him towards air suspension. “I priced up an off-the-shelf kit, but couldn't afford it, so decided to make my own instead, just buying a pair of air shocks and the air bags from Limebug.”

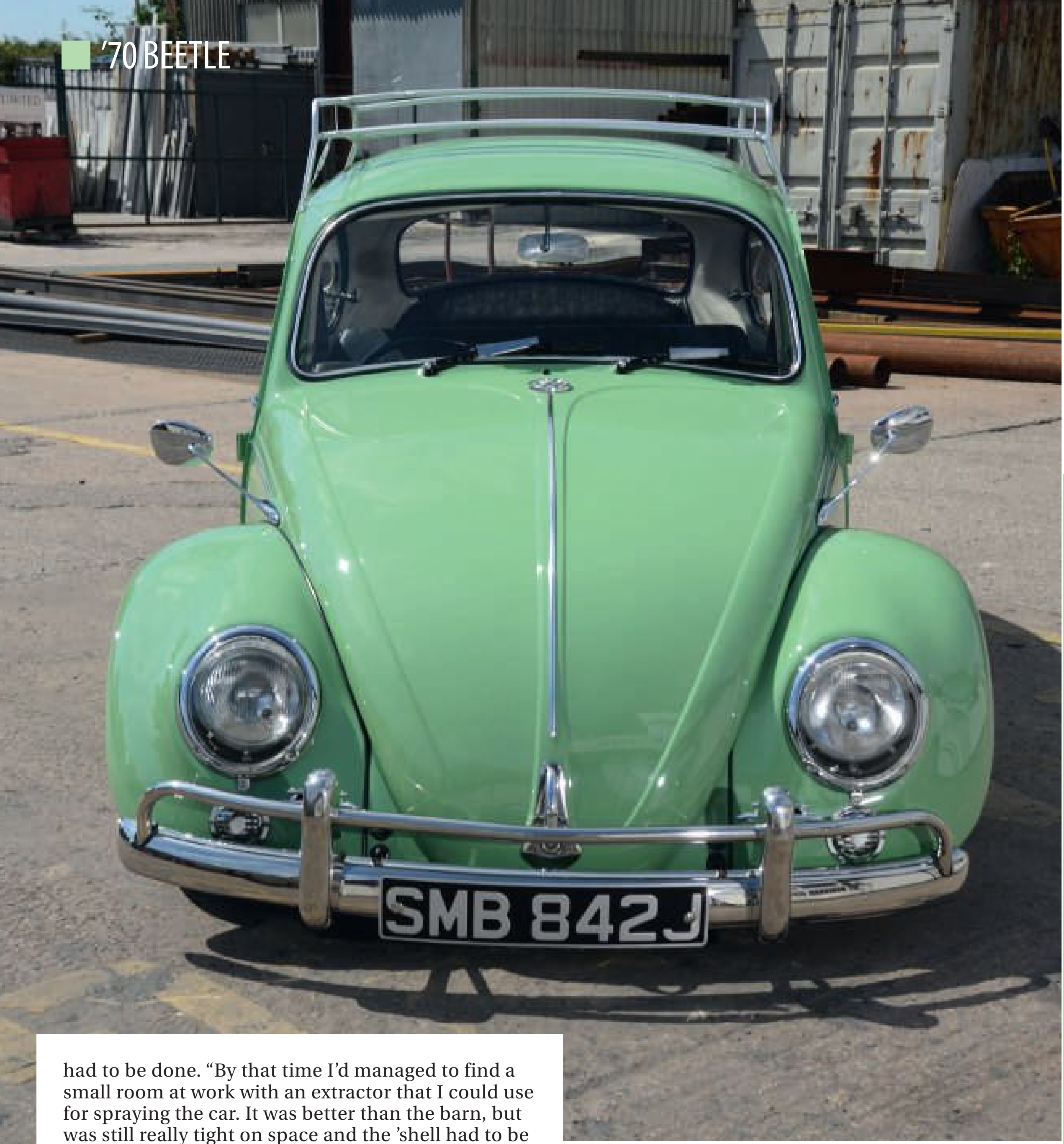
Made by Hayden

It was this point the internet once again came in handy, Hayden using an online guide to build his own air ride system. “I made the tank, control box, brackets and mounts myself, cutting templates from cardboard then transferring them to metal. A mate who was at college cut the pieces out for me and I welded them together. I actually made the system twice as I had to re-design it slightly to make everything fit, but I really enjoyed the challenge.” A narrowed beam and dropped spindles with a disc brake conversion help give the car the low and tucked stance Hayden was after.

Hayden then set about repairing the floorpan, undoing any bodges made previously to get the car through the MoT. Once painted, the body was re-fitted and the rest of the external panels bolted on, Paul's current Beetle project (yes, he did go out and buy another one) donating its doors and glass. “I'd never sprayed a car before and certainly couldn't afford to pay a pro to take it on, so I went back to the internet to see if I could learn to carry it out myself,” Hayden explains. “It took every night of three months to prep the 'shell and panels for paint. I had a young son at the time too, so I was really struggling for time, but luckily my girlfriend is very understanding.” On his first attempt, he got a few noticeable runs, so the arduous task of sanding it down again and carrying out respray number two

TECH INFO

BODY 1970 Beetle with pre-'68 front clip, bonnet, wings and decklid; pop-outs; vintage roof rack; Albert-style mirrors; stainless steel US-spec bumpers (painted body colour on the insides); US-spec headlights; 1200 rear lights; front indicators hidden in repro vintage car horns; fuel tank raised 3-inches; custom window washer made from Mason glass jar



had to be done. "By that time I'd managed to find a small room at work with an extractor that I could use for spraying the car. It was better than the barn, but was still really tight on space and the 'shell had to be squeezed in diagonally to fit, while I only had room to spray two of the bolt-on panels at a time."

Thankfully, attempt number two was more successful and the pale green colour was chosen after seeing a car painted a similar colour in *VolksWorld*. "I just took the magazine into the paint suppliers and sourced a paint code as near to it as possible," Hayden adds.

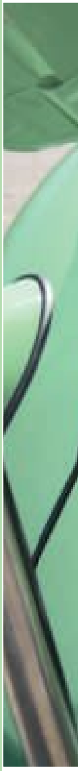
With the painted body reunited with its floorpan once again, Hayden set about reassembling it and adding some of the finishing details that really make it a stand out. Innovative ideas like using chromed car horns as the front indicators and a Mason jar as the washer bottle show Hayden's creativity and improvisation to full effect. "The original chromework was shot, so I found the best option was to buy aftermarket mirrors and trim, along with stainless steel bumpers and hubcaps. Luckily, all this kind of stuff is easy to buy these days, despite it being an old car."

Hayden's attention then turned to the interior, the internet and its bank of resources coming up trumps once again. "A lot of people leave jobs like fitting the headlining to the professionals, but having watched a few videos demonstrating how it's done, it wasn't that bad," Hayden informs us. "The headlining came as a single folded piece, so I put the bows in myself, then laid it out flat for a few days to take on the shape. This made it much easier to install."

The seats are 1970 spec and were sourced on the internet and cost just £100 for the lot. In comparison to other aspects of this build, Hayden says the interior was a doddle to do, things like carpet being a lot easier to work with than rusty metal and paint! The dash has been left pretty much as it came, with the original speedo still in place, though an EMPI short throw shifter, Bambus under-dash shelf and twin air pressure gauges in the Hayden-made control box add further interest inside. Dad's latest project Beetle gave up its spotless steering wheel, which has been fitted with an unusual red Wolfsburg castle horn push.

Have a go hero

As mentioned earlier, Hayden's car came with a 1600cc engine, but when this finally did give up the ghost, a replacement was needed. "I hadn't ever tackled engine work before, but internet guides again provided me with enough info to have a go," Hayden points out modestly. And so with a



TECH INFO

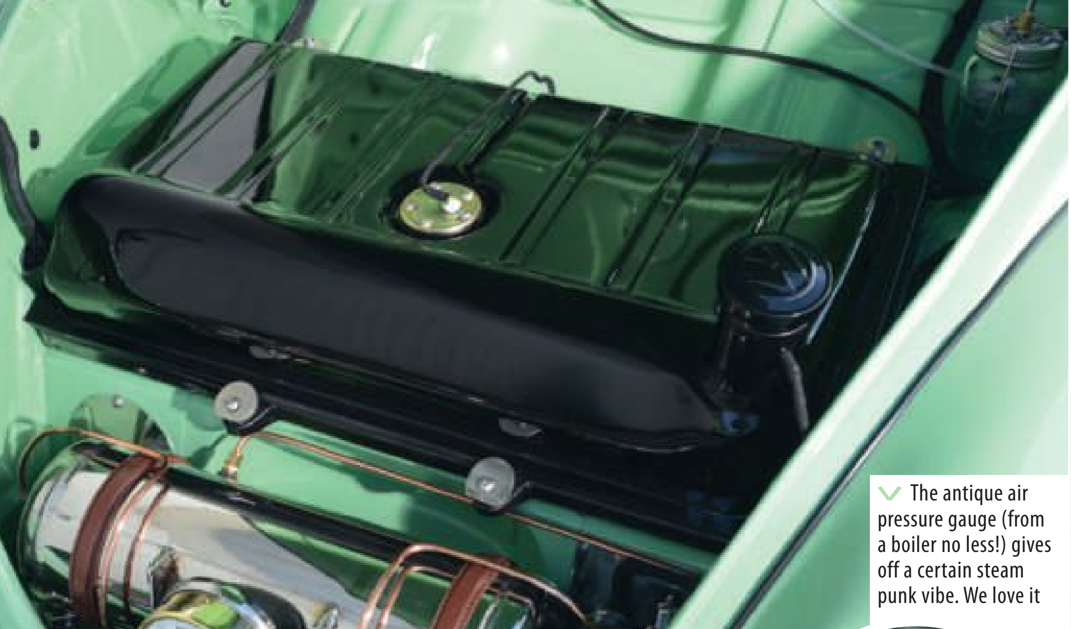
ENGINE 1300cc Type 1 twin-port with alternator conversion; Malpassi Filter King fuel filter; polished copper fuel lines; polished brackets throughout

GEARBOX
Stock 1970 four-speed

INTERIOR
Stock black basket weave vinyl seats; homemade air ride control box; secondary air tank beneath rear seat; Bambus parcel shelf dash; EMPI trigger shifter; red Wolfsburg horn push

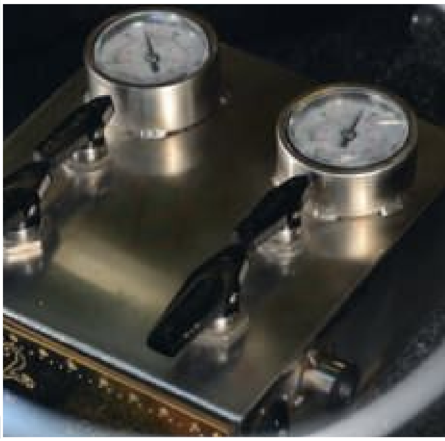
SUSPENSION
Home built air ride kit using air shocks up front and bags and short travel shocks rear; two-inch narrowed beam with custom made shock towers; dropped spindles; front disc brake conversion

WHEELS
Stock 15-inch 4-stud steels; 145/65 front tyres; 155 rear



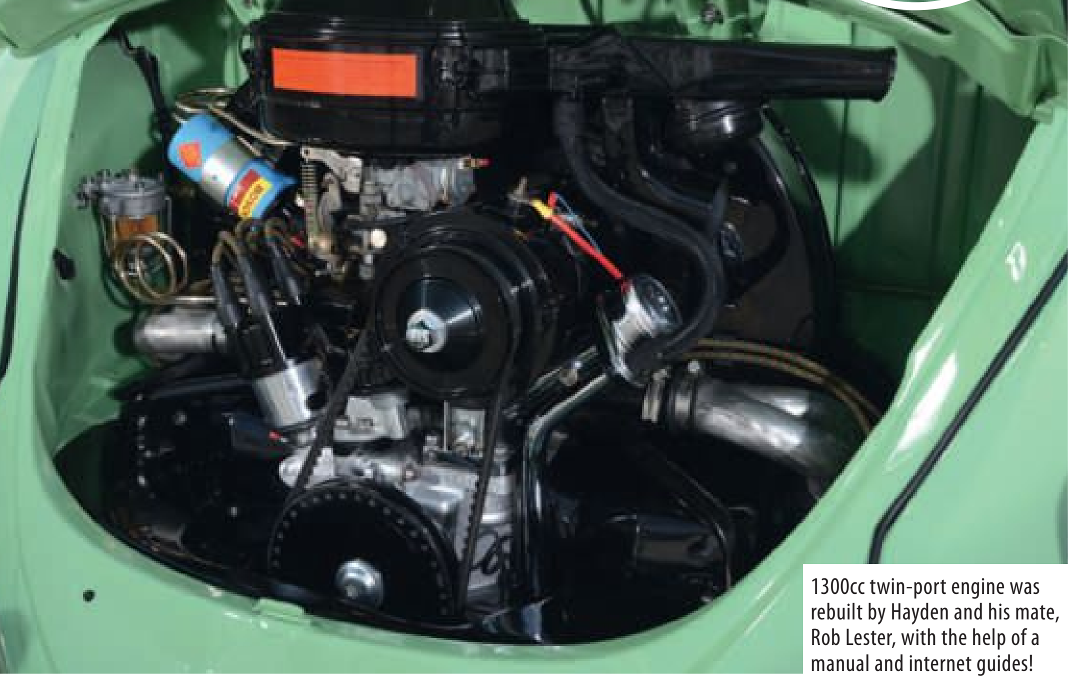
Hayden fabricated the polished air tank himself. Note how neat all the copper air lines are, and how the fuel tank has been raised three inches

Homemade air ride control box is typical of Hayden's creativity and willingness to give things a go



The antique air pressure gauge (from a boiler no less!) gives off a certain steam punk vibe. We love it

Malpassi Filter King keeps debris out of the carb

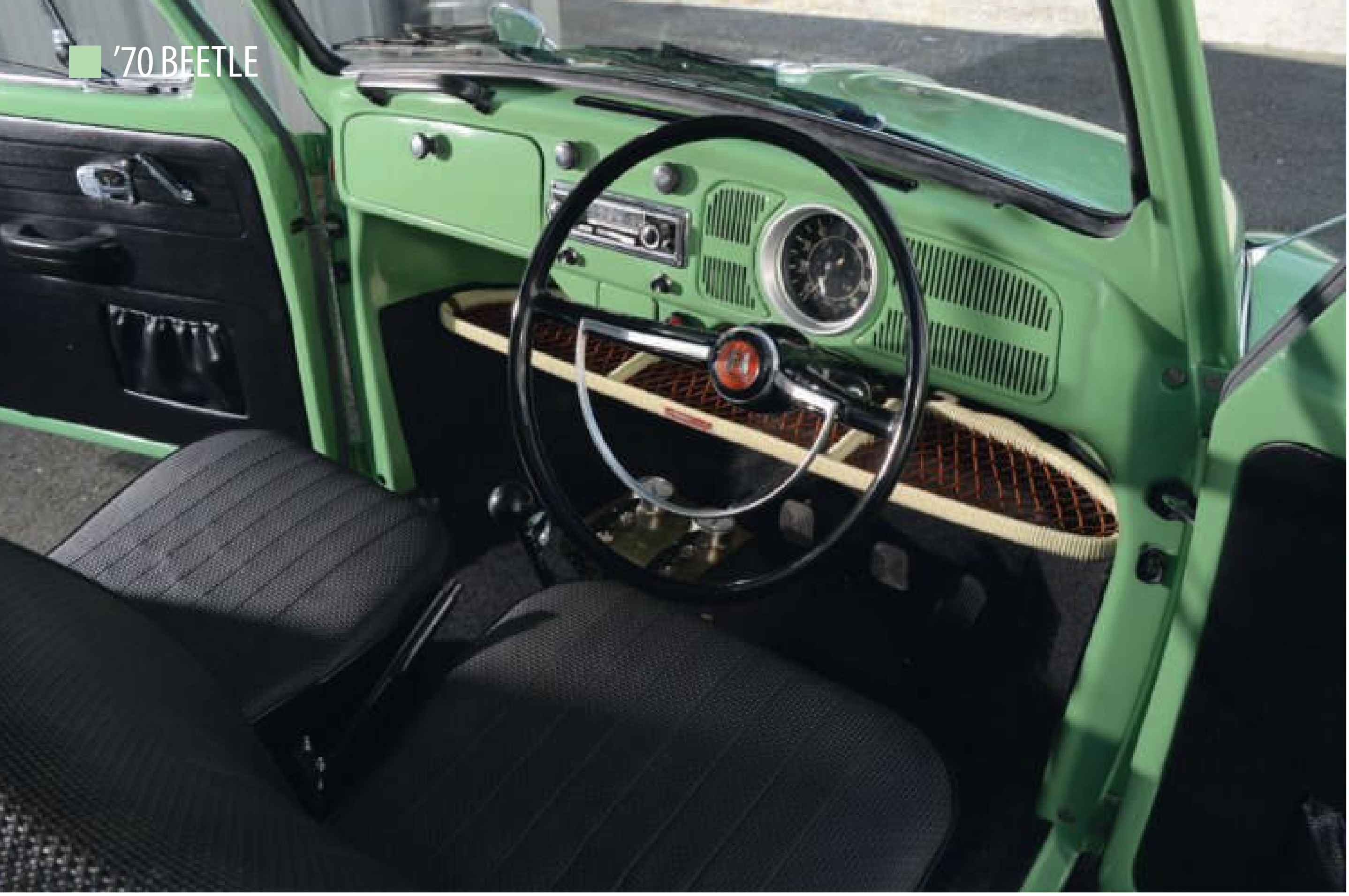


1300cc twin-port engine was rebuilt by Hayden and his mate, Rob Lester, with the help of a manual and internet guides!

replacement 1300 twin port in stock, Hayden rebuilt it with the help of his mate, Rob Lester, the internet and a workshop manual, which he says came in highly useful. "Everything that bolts onto the block has been renewed, and the tinware resprayed in gloss black to clean up the engine bay. I also 'borrowed' the alternator from dad's project car and made new copper fuel lines to match the copper air lines under the bonnet."

We can't go without mentioning the roof rack, which was spotted for sale by Hayden's dad. It's not a repro version, and appears to be quite old as the steel has been braised together rather than welded. It was freshened up with a lick of metalflake silver and suits the look of the car perfectly.

> "I priced up an off-the-shelf kit, but couldn't afford it, so decided to make my own instead"



Hayden quite rightly looking chuffed at what he's achieved

Stock-style interior looks great, and was done on a tight budget. The seats were a £100 bargain, the door cards are the originals, just cleaned up and re-fitted

Period Blaupunkt radio fascia looks the part

The final job on Hayden's learning curve was electrical: "I made the wiring loom myself, copying from a diagram I found on the 'net. All the colours are correct for this year car and I used stainless steel welding rods to install the wires so they retain their shape once bent into place."

After three years' hard graft, Hayden's Beetle was ready for its first run out to a show, which happened to be a small, local meet at Limebug HQ in 2015. "I was aiming for Bug Jam last year, but it just wasn't quite ready in time, and I didn't want to debut it half done," explains Hayden. "I'm quite a perfectionist, as you've probably gathered, so there's still areas I can work on, though my goal of creating a '60's-style Bug on a low budget has pretty much gone to plan." And we can imagine Hayden's dad is both inspired, and perhaps even a tiny bit jealous of his son's now completed ride. Maybe now he'll get on and finish one of his own project Beetles. If only he had an alternator and steering wheel…

"I really enjoyed the challenge"

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This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

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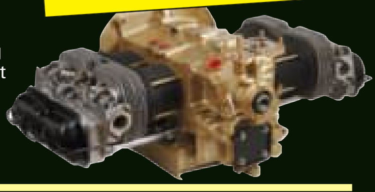

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As above, but built with a brand new crankcase.

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Same specification as the 'Big Bore', but fitted with a fast road camshaft.

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In exchange for your 1700/1800. Avoid the heavy costs of trying to fit a 2·0 ltr. engine into a 1700/1800 bay by fitting this 1910cc upgrade. As Transporter 1·7 (left), plus 1910cc big bore barrels/pistons and a fast road cam.

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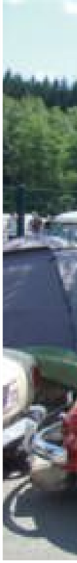
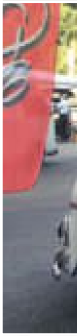
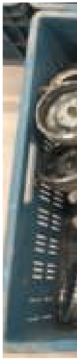
Everywhere you look, there's something for everyone at Le Bug Show







CIRCUIT DE SPA
FRANCORCHAMPS
FYY
521H
Obligatory shot of your own (or Steve's) VW at Spa

Le Bug Show

It wasn't easy getting there, but Le Bug Show 2016 definitely didn't disappoint

Words and photos James Peene

Le Bug Show, Spa. As amazing as it sounds I'd actually never been to this legendary VW show at Spa-Francorchamps in Belgium. In all the years of working on VW mags, various things have conspired to prevent me from going and life has generally got in the way. But, everyone who's ever been has always waxed lyrical about it, so it was high time I popped my Spa cherry.

Our trusty steed for the journey was the former *Camper&Bus* project Bay, now in the safe but tiny hands of ex-art monkey Steve Gosling. He'd serviced it, MoT'd it and generally ensured it would be fit for purpose, with the purpose in this instance being able to get us to Spa and back. Fortunately, it did. Unfortunately, it shat a wheel bearing en route and that almost put an end to our adventure before it began.

To cut a long story short, Steve and the rest of the gang managed to fix the Bus and we made it to the Spa-Francorchamps race circuit in the early hours of Saturday morning, after having set off from England in the early hours of Friday morning. It felt like a pretty arduous journey and by the time we pulled up to the track we were all pretty much done in. Also, because it had rained so much in the run up to the show, camping space was at a bit of a premium.

Hard standing

You can pretty much camp all round the 7km track, but we grabbed the first place we found with room for the Bus and four tents, which happened to be behind the

Ruby Red ragtop was flying the old-school Cal Look flag. It was a properly nice car, too

Barndoor-based ice cream van. Check out those bells Esmeralda

> “it was high time I popped my Spa cherry”

Speedos waiting to live again in the swap meet

If I’d had space in the Bus this Velosolex might have been coming back to Blighty with me

www.BBT-US.com
WHLI
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^ BBT were selling this super cool OG logo Split

pit lane on a hard gravel surface. Less than ideal when you’re sleeping in a tent and you’ve just discovered your airbed has a puncture…

We awoke bright and early on Saturday morning to the sound of something potent being driven round the track, and with our morning ablutions sorted, headed out to meet the world.

It was a world crammed with air-cooled VWs and, we always say this about European shows, Beetles, Ghias and Type 3s outnumbered Buses, which always makes for a pleasant change to the UK’s Camper fests.

It’s a long way round the track, so we all jumped in the jolly Bus and drove from our less than perfect camping plot to the heart of the action in the middle of the circuit. Having never been before, I was blown away by the variety of cars bumbling around the place. There were cool Beetles every which way you turned and I couldn’t walk more than a couple of paces without one of the gang pointing and saying “Look at that” or “Check this out.”

Swap treat

I’d travelled out to Belgium with a pocketful of euros and for once, managed to spend them. Not just on premium strength Belgium beer and chips with mayonnaise, but on pukka VW parts. There was a load of stuff I would have gladly taken home, but I settled for an OG nose badge for the Bay and a reconditioned Blaupunkt radio, speakers and aerial for one of my other projects. In fact, I’d have to say it was the swap meet I enjoyed most, closely followed by the VW parade.

Truth be told, I wasn’t that bothered about the thought of driving round the circuit, but when we all piled in the Bus and drove onto the track, it was a really good laugh and a real spectacle. It was when I experienced my favourite heckle of the weekend, when a Bay laden with Belgians clocked our number plate and chanted “Brexit! Brexit! Brexit!” at us. Genius. It was even better than the strip show on Saturday night. Yep, they have strippers at this show. Those Belgians!

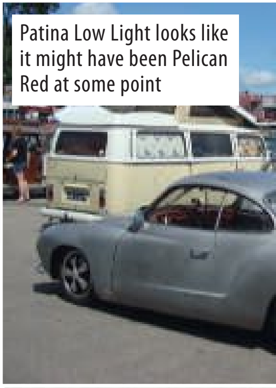
If you’re finding the UK shows a little samey, take my advice and get yourself out to a few European shows next year. They have a vibe of their own and have a great way of energising your VW-mojo. ■

We see this Single Cab at all the European shows. There's always a party out back, too

The rest of team *VolksWorld* blew a gasket over this fierce Jeans Edition

Mario Steinhauser's Fastback was turned around super quick to be at Spa. We loved it

Apple Green late model had a ton of accessories

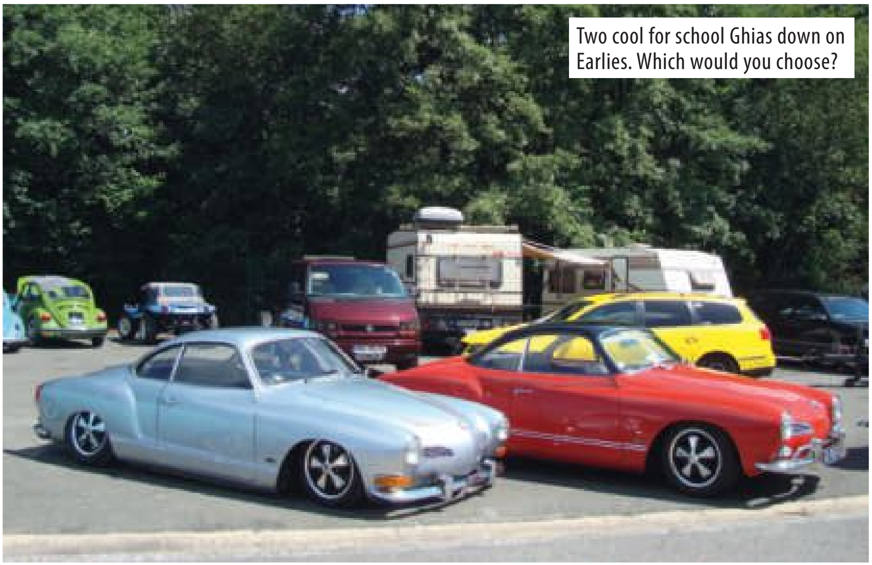


Patina Low Light looks like it might have been Pelican Red at some point

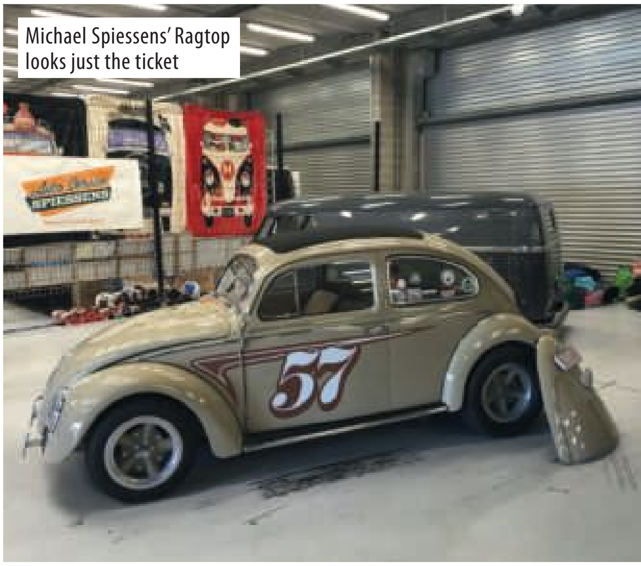
The world's coolest traffic jam – out on track

Sun bleached Fasty on South African Sprints was a cool whip

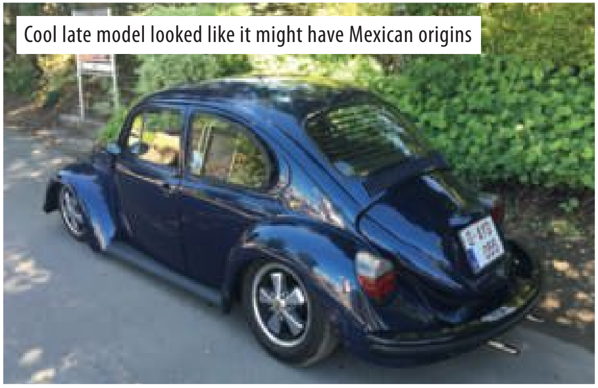
Digging the stripes, stance and stock steels on this Adventurewagen



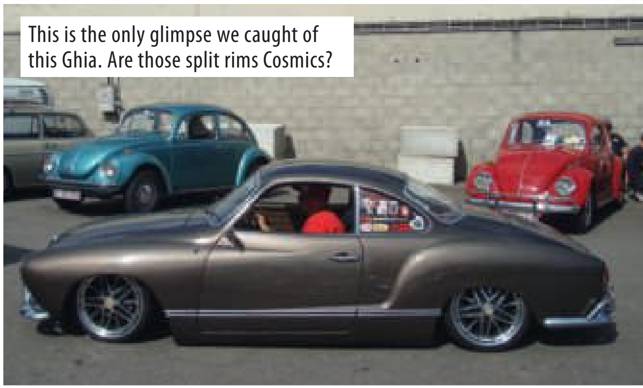
Two cool for school Ghias down on Earlies. Which would you choose?



Michael Spiessens' Ragtop looks just the ticket

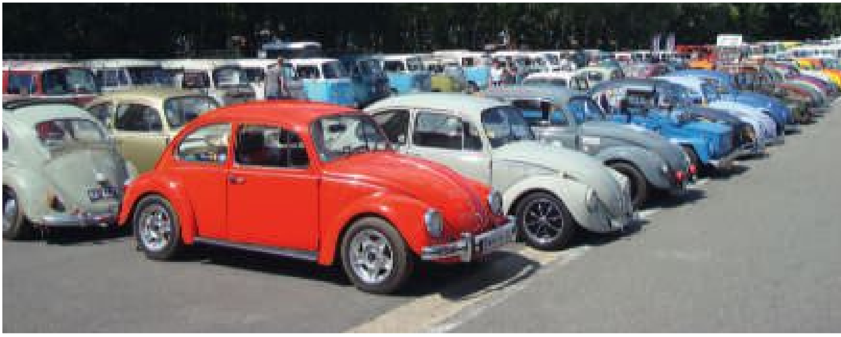


Cool late model looked like it might have Mexican origins

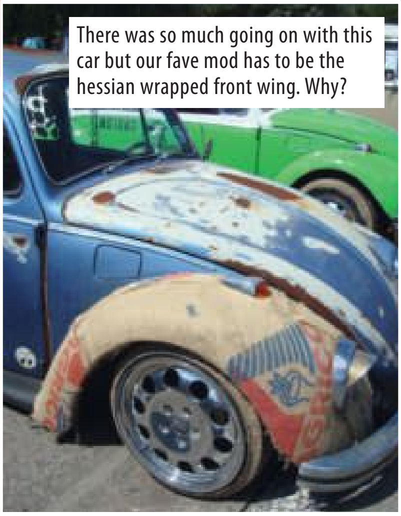


This is the only glimpse we caught of this Ghia. Are those split rims Cosmics?

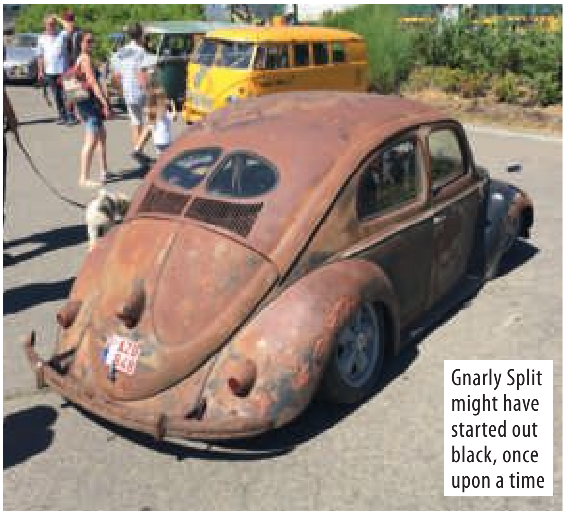
> “Beetles, Ghias and Type 3s outnumbered Buses”



^ This was just one of the parking areas we happened across loaded with all manner of air-cooled loveliness



There was so much going on with this car but our fave mod has to be the hessian wrapped front wing. Why?



Gnarly Split might have started out black, once upon a time

Queuing up to join the VW parade

Suddenly the boot of a 1303 makes sense

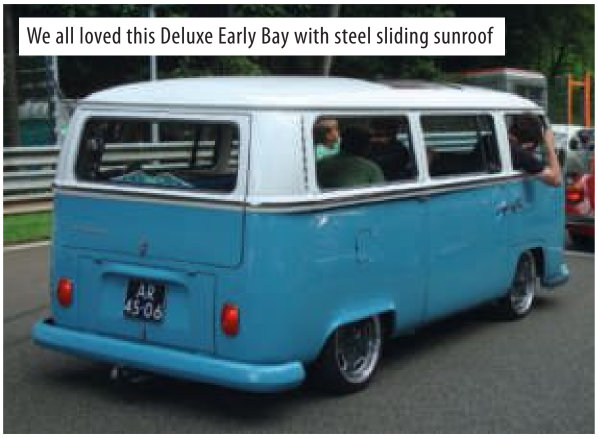
Health and safety is unheard of in Belgium and the kids are alright!

No junk in the trunk with this Razor, just good time gals!

"Brexit! Brexit! Brexit!"

> a Bay laden with Belgians chanted "Brexit! Brexit! Brexit!"

There's plenty of great photo opportunities on the track. Just pull over and snap away



We all loved this Deluxe Early Bay with steel sliding sunroof

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Save or scrap?

We pay a visit to The VW Engine Company and find out a few hints and tips that could save you a few quid come rebuild time

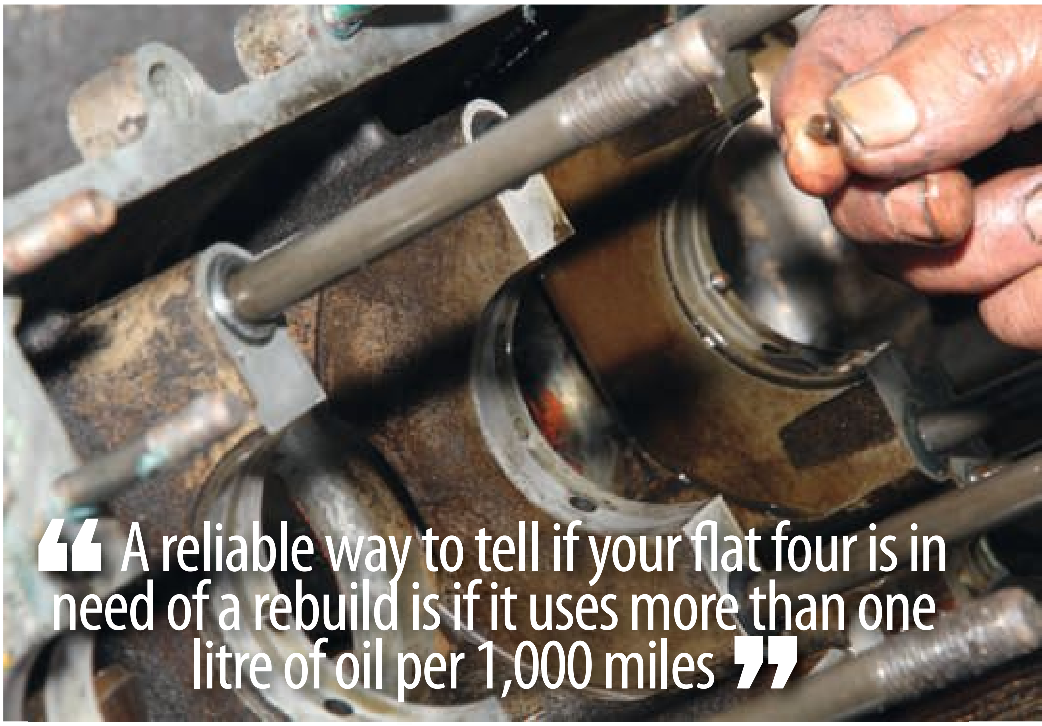
Words and photos James Wallace

If you have the inclination to strip your Type 1 engine down for a rebuild, rather than just buying an exchange unit, some of the information contained here might save you money in the rebuild process. With expert guidance from the VW Engine Company in Catford, south east London, we show you how to work out which parts are salvageable, and which should be consigned to the scrapheap.

Our 1600 twin-port engine came from *VolksWorld* staffer, Oliver Vaughan's, 1967 Beetle. It was a bit of an unknown quantity as it isn't original to the car, and had been drilled and tapped for a full flow oil system and treated to a fresh set of barrels and pistons not long before it was taken off the road after rain water down the carb caused it to seize. Here's how we got on.

Initial checks

- A reliable way to tell if your flat four is in need of a rebuild is if it uses more than one litre of oil per 1,000 miles. So regularly check your oil level and monitor usage. Keep an eye on your oil pressure light, too. If it flickers at idle, it could mean your engine needs attention. If it stays on permanently, pull over immediately and investigate further.
- If you have the equipment, do a compression test on all four cylinders. This checks the condition of your valves, valve seats and piston rings, which is a good indication of the overall state of an engine. A good engine will show over 100psi of pressure in all four cylinders. If any of yours registers significantly below 100psi, you have a problem.
- Listen for ticking or knocking noises from the engine at idle, which could signify a loose or damaged component. A broken piston ring, for example, sounds like a rod knocking but ticks all the time. However, don't confuse this with a blowing exhaust joint.
- Finally, check to see if there is any blue or black smoke coming out of the tailpipes when you rev the engine.
- If you notice any of the above, have your engine checked over by a professional before you start dismantling it, just in case it's something simple like the valves need adjusting, or a loose spark plug.

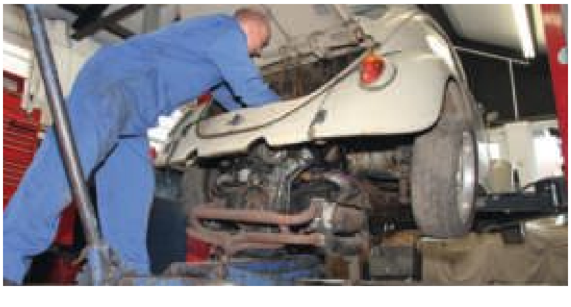


> "A reliable way to tell if your flat four is in need of a rebuild is if it uses more than one litre of oil per 1,000 miles"

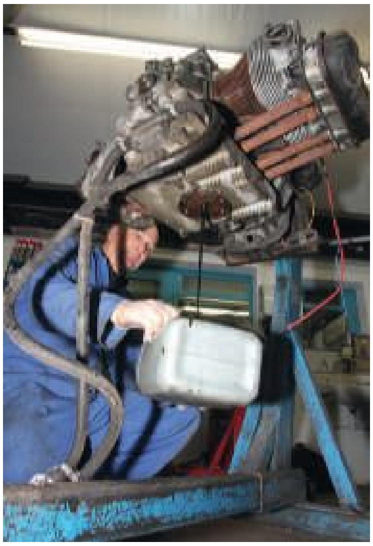
For a VW engine to work optimally, there must be a good seal between the cool top half of the engine and the hot bottom half. If the main engine bay seal is damaged, or missing, your engine will overheat. Likewise, if there are bits of tinware missing, or even spark plug seals.

It goes without saying that to rebuild an engine, it needs to be removed from the car. We won't explain the engine removal process here, other than to say make sure the car is supported safely on axle stands, ensure the battery is disconnected (undo the negative terminal first), and make sure everything that connects to the engine is undone, including heater control cables underneath. Label all electrical connections clearly so you know where they go back.

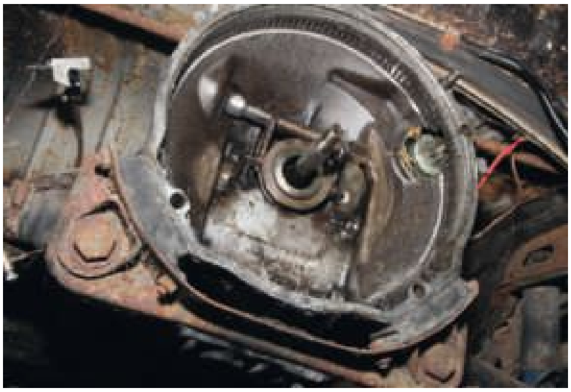
< Check the condition of the main engine bay seal



∨ Removing a VW engine on your own is a bit of a game, but perfectly do-able



Inspect oil for debris as it is draining. Metal particles in the sump indicates mechanical failure inside



Fresh scoring in the bellhousing suggests excessive end float

A quick visual check will tell you whether an engine has been maintained or not. A lot of end float means a rebuild

Buy this book

How to Rebuild your Volkswagen Air-Cooled Engine,
by Tom Wilson.
ISBN: 978-0895862259

> “Oil sludge in the filler cap suggests neglect”

Shims in generator pulley control fan belt tension, and how efficiently your engine is cooled by the fan

Dry felt under the rotor arm suggests a poorly maintained engine

TOP TIP
If a 7mm open end spanner slips onto the clutch disc, it's time to renew it

Check the oil. A build up of sludge around the filler cap suggests neglect.

If you don't have an engine stand, drain the oil with the engine in the car. If possible, run the engine for a few minutes to warm up the oil then make sure you have a receptacle that will hold the amount of oil in the engine. There should be 2.5 litres in a stock engine, but can be considerably more if your engine has a deep sump fitted. Always wear gloves when doing this, and dispose of old oil at a recycling depot.

With the engine out of the car, give it a visual inspection and check for end float by grasping the large crank pulley on the engine and moving it back and forth. There should be some movement (0.7-1.2mm) but if the amount of play exceeds 1.5mm, it's time for a rebuild.

Inspect the gearbox bellhousing. We noticed fresh scoring on ours, indicating our crank assembly was suffering from excessive end float. Damage can also be caused by the wrong combination of flywheel, clutch and release bearing, especially if a later engine has been fitted to an earlier car.

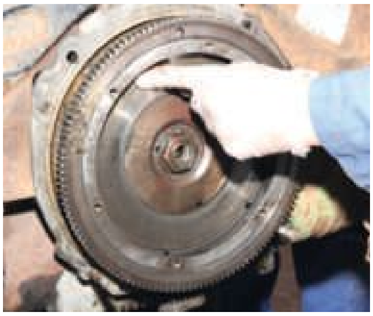
A further indication of a lack of maintenance is a loose fan belt. It's easy to rectify by changing the number of shims between the two halves of the generator / alternator pulley but a loose belt means the engine won't have been cooling efficiently, which could lead to other problems.

Check the distributor. It's safe to assume a motor hasn't been well cared for if the felt pad under the rotor arm is completely dry. Ideally, it should be regularly lubed with a drop of oil.

Unbolt the clutch from the flywheel for inspection, working in a criss cross pattern around the bolts to relieve the stress on the pressure plate evenly. This is more important when fitting a clutch but it's a good habit to get into.

Now look at the flywheel itself. Are there any signs of 'blueing' (blue patches created by excessive heat)? If there is, or if the shoulder contact surface is deeply grooved, it should be replaced.

To remove the flywheel, you have to undo the 36mm gland nut. This will / should be extremely tight (217ft.lbs), so an air-powered impact wrench is preferable, or you'll need a flywheel lock, a 1/2-inch drive socket and a long bar for leverage and someone to help.



If the flywheel shoulder (indicated) is damaged or rounded, renew it

Engine rebuild basics

You can re-use the gland nut if it's in good condition, but generally it's better to replace it.

The crankshaft pulley is usually a swine to remove. An impact wrench will loosen it, or a big socket and breaker bar.

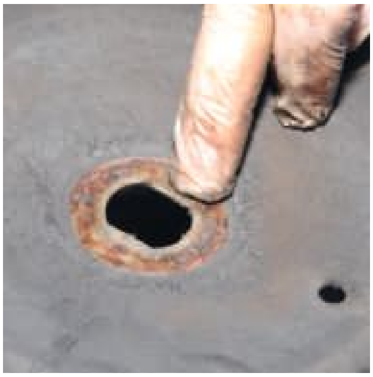
Once the nut is off, use a puller or a pair of large screwdrivers to carefully prise the pulley off. Note: you cannot remove the piece of tinware behind until it is removed.

^ < If you use two opposed screwdrivers or lever bars to pry the crank pulley off go carefully to avoid damaging the case

v An impact gun may seem extravagant, but it'll save you time in the long run

Another one that's tricky to remove is the large bolt that secures the fan to the generator / alternator. An impact wrench will get the job done but, if you don't have one, clamp the generator in a vice and use a socket with an extension bar.

Note the shape of this hole (below). Replace the fan if this hole is elongated or circular as it will drastically affect cooling performance.



^ The VW engine is air cooled so your fan assembly must be in tip top condition. If in doubt, renew

The tinware around a VW engine plays a vital role in efficient running. Ours was missing the deflector plates underneath and was using a non-dog house fan shroud on a 1600, so this needs to be rectified. The cylinder head tins had also seen better days so will be replaced.

> The cylinder head tins had been butchered in the past so will be replaced

Valves, guides and seats

Exhaust valves in a Type 1 engine typically last around 50,000 miles and should be replaced during the course of a rebuild.

If valve clearances start to close up (decrease) watch out as exhaust valves tend to stretch just before they break.

Intake valves tend to last longer, but check for obvious signs of burning or cracks.

Though stem diameters varied over the years (going up from 7.91 / 7.92mm in '61-'74 to 8.91 / 8.92mm in '75-'78 engines), all Type 1-3 valves should be 112mm long. If you have any that are longer than that in a stock engine, it's a sure sign they have stretched and are probably about to break at the head-to-stem interface.

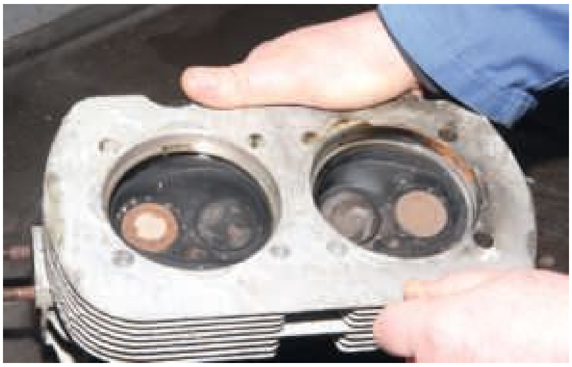
^ When it comes to tinware, nothing is as good as genuine VW. Restore whenever possible

v There's nothing wrong with this fan shroud, except it's the incorrect one for a 1600 twin-port engine

Though it's tempting to just buy cheap, new tinware, it is never as good as original VW parts, so The VW Engine Co. go to great pains to save and restore as much genuine VW tinware as possible. It is steam cleaned, bead blasted, primed and painted before being re-fitted.

> "it's safe to assume a motor hasn't been well cared for if the felt pad under the rotor arm is dry"

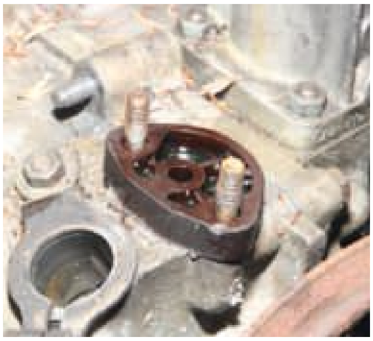
In the interests of saving money, the header on our engine was cleaned up and re-used



Check heads for burnt valves and cracks between the valves and the spark plug hole

Though it goes without saying all gaskets should be replaced, don't be too hasty to throw things away. With a good clean up of the mating surfaces, this aftermarket exhaust header (above) was good to go again.

Bakelite fuel pump mounts often crack through age and are notoriously hard to remove without damaging. If you're not splitting the case, and it's sound, leave it in place. And keep the fuel pump pushrod safe as it's vital the same one is used.



This little Bakelite bugger has caused many a grown man to cry!

With the rocker assemblies removed, inspect the heads of the rockers for rounded tips

With the rocker covers prised off, you'll find two 13mm nuts that hold the rocker assemblies in place. Remove these and look for bent of damaged shims on the rocker arms. The pushrods will then just pull out. Push them through a piece of cardboard clearly numbered according to their position in the engine.

Each cylinder heads is held in place by eight 13mm nuts. Again, it's good practice to work in a criss cross pattern, loosening each one off a little at a time. When the nuts are removed, fish out the washers with a magnet.

The eight 13mm cylinder head nuts must be done up again in a specific order

Never lever against the cylinder head mating face to remove a cylinder head, they should just wobble free. Start by visually inspecting the heads, particularly for cracks around the spark plug holes. Stripped threads here are a common problem, but can be rectified. Check for missing cooling fins as well – one or two is acceptable, but no more.

Oh, and if you find any shims under your valve springs, someone other than VW put them there!

Due to the relatively low cost of replacement barrels and pistons, and the high cost of machining work, it's rare they're re-used nowadays.

If you do choose to re-use pistons, check for scuffing, scoring or damaged skirts and always renew the rings. Spongy carbon deposits on the piston domes suggest pre-ignition and an engine that has been running lean.

The barrels and pistons in our engine were almost new, but generally it's cheaper to replace than restore

If you want to increase capacity, 87mm cylinders (1641cc with a stock 69mm crank) are the largest you should fit without machining your case. Avoid larger diameter 'slip-in' cylinders as these invariably compromise engine longevity.

Resist the temptation to 'persuade' the barrels to come off with a hammer as it's very easy to break the cooling fins. They too should just wobble free. They can be cleaned up and re-honed by hand, but if there is any obvious gouging or scuffing of the internal cylinder walls, don't re-use them.

Be careful when removing barrels as it's easy to damage the vital cooling fins

Never prise a case apart by sticking items between the two halves. Tap opposing sides gently with hammers to free the bond

Now we're down to the crankcase. Never insert anything between the case halves to separate a case as it is a precision fit with only a thin layer of gasket cement as a seal.

Use only soft hammers to gently tap it apart externally.

EXPERT ADVICE
Engine rebuild basics

With the crankcase split in two, you can inspect the crank, rods and lifters for wear. When air-cooled engines run low on oil or are overheated, generally rods are the first components to suffer, their big end bearing being beaten into an oval shape. If any rod is black or blue, indicating excessive heat, throw it away.

Also check rod side clearance on the crank with a feeler gauge. Any more than 0.68mm and it means a new rod, crank or possibly both.

12-month guarantee

Good used crankcases are becoming increasingly difficult to find these days, and then to depend on, so often the only way to ensure a sound engine is to buy new. In fact, some engine builders will now only offer a guarantee when a new case has been used. However, the VW Engine Co. guarantees all its engines for 12 months of unlimited mileage, with a further 12 months if you have it fitted by the lads at the shop.

Turn key motors start from £1,542 (inc. VAT) and fitting is undertaken at its Catford HQ.

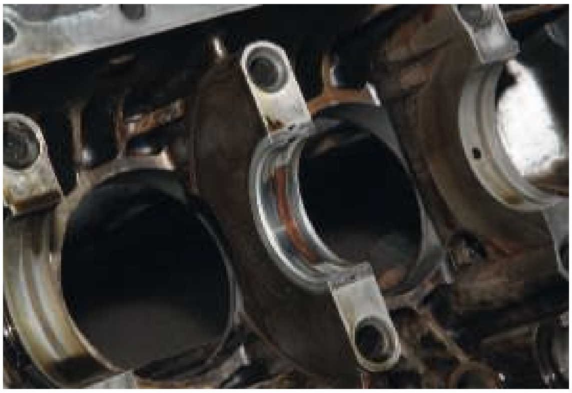
Main and rod bearing diameters

Main bearing, cylinders 1 to 3:	**54.97-54.99mm**
Main bearing, cylinder 4:	**39.98-40mm**
Rod journals:	**54.98-55mm**

Bearings should be checked for craters, pockets, bright polished surfaces, concentric scratches and embedded dirt. If the bearing saddles are discoloured or have numbers or letters imprinted in them from the bearings, align boring of the case is essential.

Note: The VW Engine Company never re-uses bearings, and recommends that you don't either.

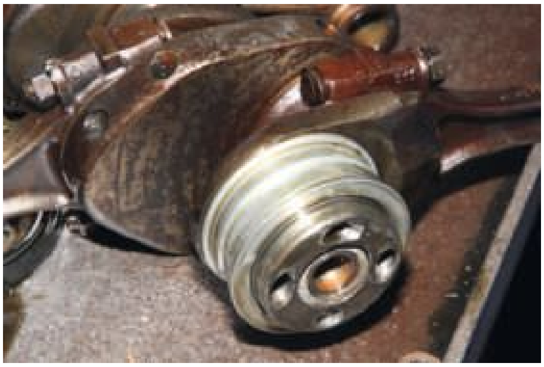
Don't be tempted to try and save money by re-using old bearings



If a case is in good shape and within wear limits (the main bearing bore on 1200-1600cc cases should be 65-65.02mm), it can be align bored, but only entrust this job to a reputable firm with the specialist tools to do the job. As you'd expect, The VW Engine Company can do it. Oversize bearings are available in 0.5mm up to 2mm. Any more than that, the case is scrap.

Here's a freshly align bored case, ready to go again

Inspect flywheel mating face for damaged dowel holes



Finally, the crank itself. Most crank problems on stock engines are a result of fuel wash, which accelerates wear on the bearings and, in turn, leads to metal particles in the oil that cause further wear. If you can drag your fingernails across the journals without feeling any roughness or edges and the journal diameters all conform to factory specs, a machine polish will see the crank ready to re-use. If you feel any steps or imperfections, or any of the journals are under size, out of round or tapered, the crank will need grinding.

Also inspect the flywheel mating flange for elongation or raised edges around the dowel holes. As you can see from the picture above, the crank in our engine had elongated its four stock dowel holes so much it is fit only for scrap.

The stock VW crank is a very high quality forging so thousands have been saved by a re-grind. Note even if only one journal (number two being the most common) needs machining, all of the main journals must be ground to ensure uniformity.

Dave the grinder at the VW Engine Co. can take as little as 1/1000th of an inch (0.001mm) off a crank journal with this specialist crank grinding machine. ■

Here's Dave the grinder at work. Crank grinding is not a DIY job!

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Make, not mend

Part 4 – The Deluxe Metalwork team work their magic fabricating the panels you can't buy, and cross yet more jobs off the excruciatingly long to-do list

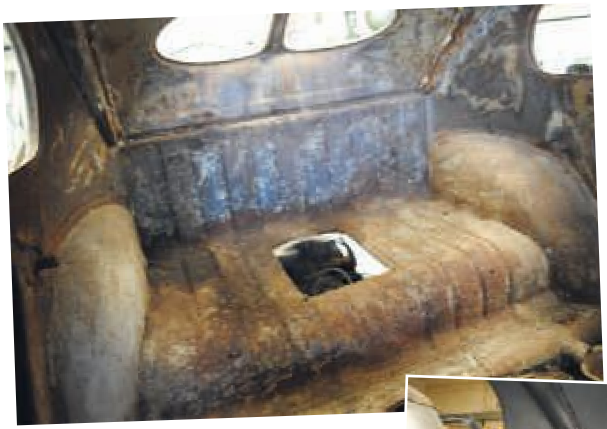
Words and photos Lloyd Jackson

It's been a busy month, and getting work done on the Split Bug project has been difficult with all the other work going through the shop. The main area we wanted to concentrate on was the rear floor / luggage panel, which we knew was going to be one of the hardest parts of the 'shell to restore as no repair panels are available. We spent some time looking for a body cut to repair it with and, if time had been on our side, we might have waited longer and eventually found one. But the clock is ticking.

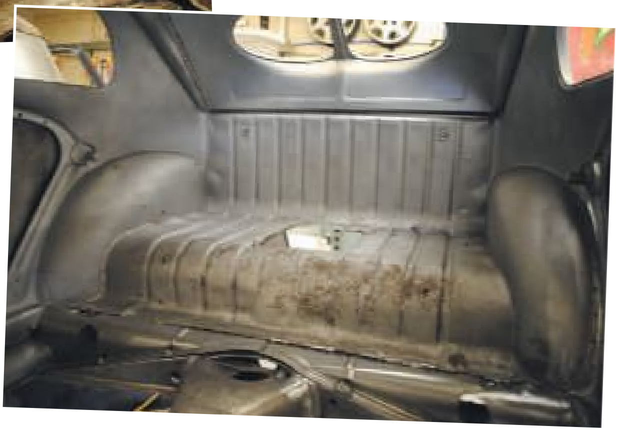
We then considered using a pre-'55 Oval luggage panel, as we have a parts car available to cut it out from. But on closer inspection we realised they are quite different – the ribs are flat, not curved like the Split Bug and the panel itself is actually 40mm shorter. This left us thinking maybe we could repair the original panel, but that was a tall order as the whole section was peppered with rust holes, so it would have taken a long time, and there was a risk it would have ended up looking like a patchwork quilt.

At this point we started to feel a bit despondent. It's something everyone goes through at some point in all projects. If you've ever done a full restoration, you'll know exactly what I'm talking about. With a long-term restoration you can walk away, wait for the right part to turn up and / or work on another part of the project, but not in this case. The timescale we are working on, trying to get it ready for next year's *VolksWorld* Show, means every day is precious and there can be no walking away.

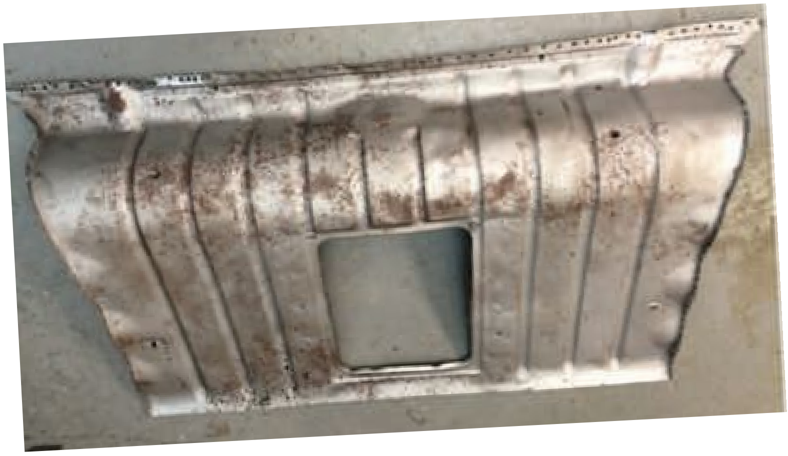
The only solution left to the problem of the luggage panel was to hand make one from scratch...



< On first inspection, when the car arrived in the shop, the luggage panel didn't look too bad. But you never know exactly what it's like until it has been media blasted...



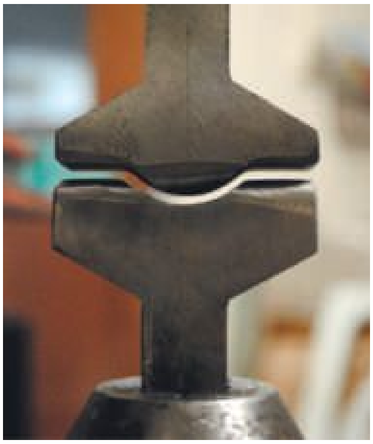
∨ And that was when we saw just how bad it was, with lots of tiny perforations throughout. It was so bad, repairing it just wasn't an option



So, once the decision was made to make a new part, the original was carefully unpicked and removed so we could make a template

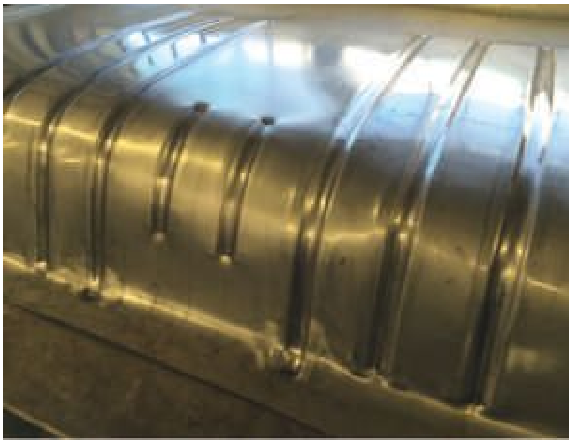
The Pullmax machine is an awesome tool that helps us make many panels for all different types of projects. In fact, this machine made 95% of the panels for our Country Buggy project we built earlier this year. It is basically a punch machine that allows you to reproduce pretty much any type of pressing

The first stage of making the new luggage panel was to make the curves in the correct position



We then made this form tooling to replicate the original ribs in the luggage panel

Here you can see the luggage panel starting to take shape



> The timescale we are working on, trying to get it ready for next year's *VolksWorld* Show, means every day is precious and there can be no walking away

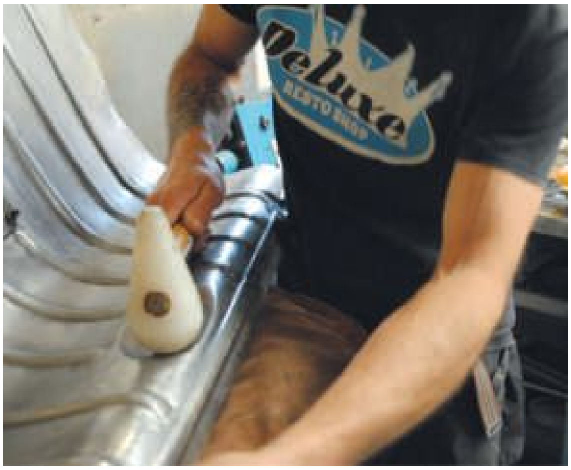
The tricky bit was running the curved sections through the machine and keeping the ribs perfectly straight. We only wanted to make this panel once, so set up a fence to work against and took our time

Although we have hand made lots of panels over the years for VWs, Porsches and Ferraris, this panel is a big task. It has a lot of detail in the different shapes and pressings and, obviously, has to be an exact match to the original or it won't fit. But what's the worst that could happen? We waste a whole load of time, which is one thing we don't have much of…

Tooling up

The first thing to do was to make the tooling needed to reproduce the pressings in the panel. We will use a Pullmax machine to make the panel, which is basically a punch / hammer machine that greatly simplifies the process of creating many different types of swage, rib or other metal forming procedures. Once we had the exact form shape tooling, we ran a few small tests to see if we could form the pressings in both convex and concave curves. It worked, though we had to modify the tooling a little by giving more radius on the edges so when running the curved sections through, the machine didn't flatten the overall panel shape.

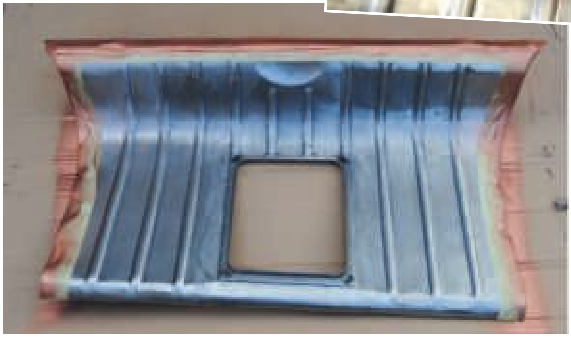
Next we had to hand dress the domed section in the lower centre of the panel using a nylon teardrop hammer and a sand bag on the underside



Another great tool we use a lot in the shop is a foot-operated shrinker / stretcher. This was used to make the curves on the side lips of the panel

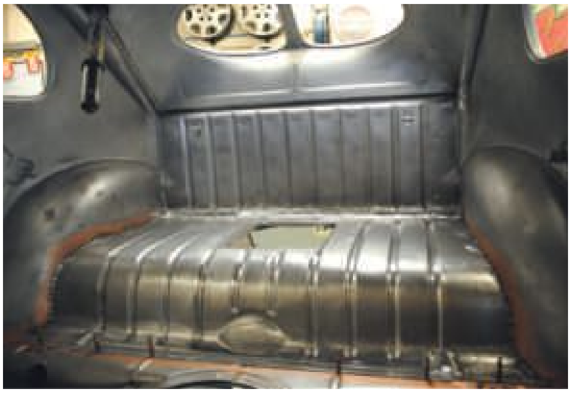
> “It was very pleasing to watch the panel take shape”

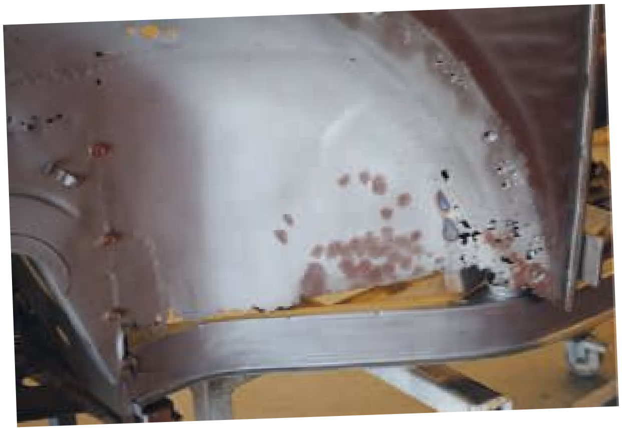
Once the panel was finished, all the edges were painted with a copper weld-through primer, which protects the metal between the joins of the panel and helps with conductivity when spot welding. Our tip is to always use a weld-through primer on any panel join



We purchased an inspection hatch section from Virtanen Restoration Panels and welded it into our luggage panel

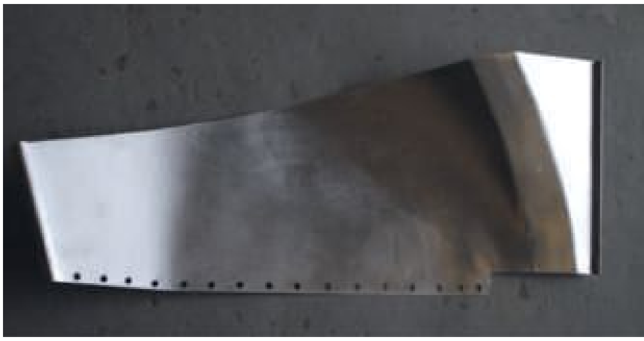
This is it welded in. I won’t deny it was a massive task to make but, with a little clean up work and a few bits to dress out with a hammer and dolly, it will look like it’s never been replaced. To say we were happy with this would be an understatement





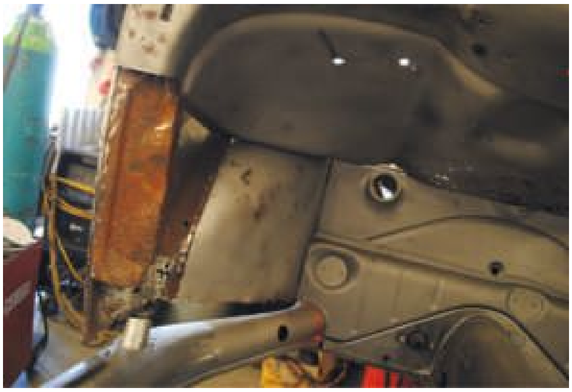
The next job on the list is to repair the lower front quarter and a-post section

First we had to cut out the rusted part of the lower quarter



The new panel was handmade, copying the section that had been removed

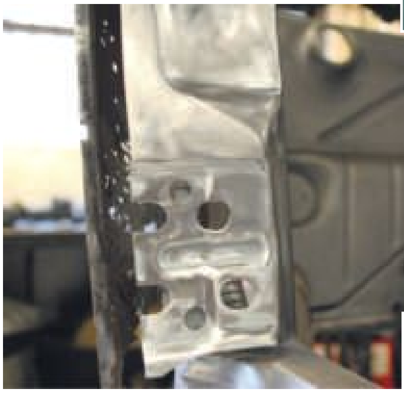
Here you can see the lower repair panel welded in, which involved a little lead work. Note that the door has been fitted to ensure gaps and fitment before fully welding to the heater channel section



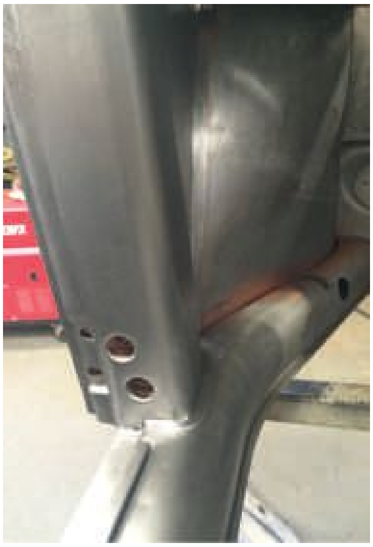
This is the lower a-post section where the bottom door hinge bolts up. As you can see, it is totally rotten so was another area that needed to be completely rebuilt

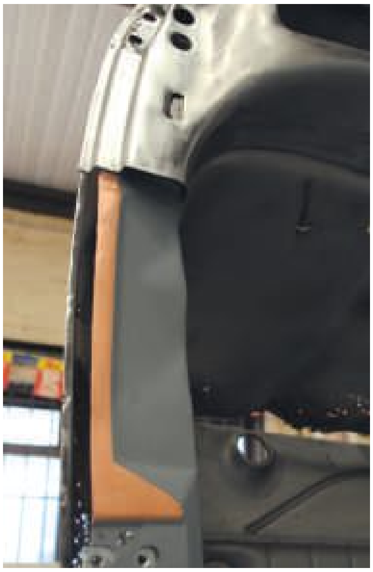
This is the NOS a-post panel painted on the inside with weld-through primer

Here's the a-post inner frame repair done, ready to fit the new old stock a-post outer panel that we picked up at Lavenham vintage VW show a few months back

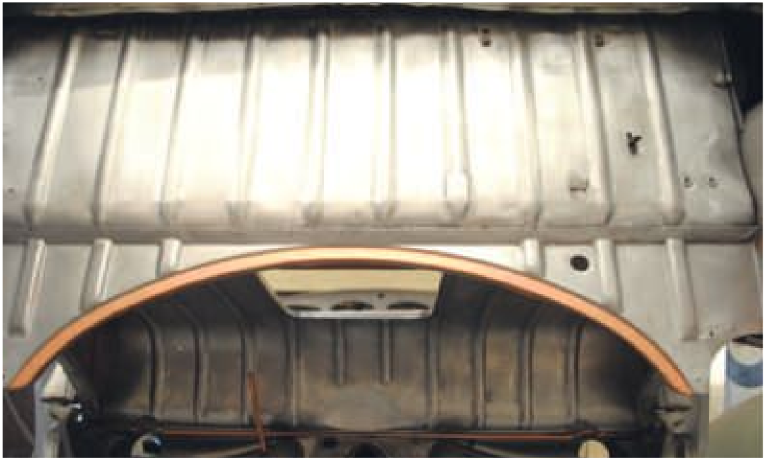


And here it is welded in and detailed. Another job done and off the list

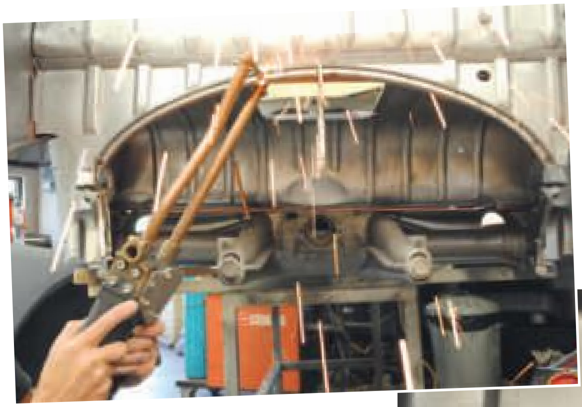




We used a copper weld-through primer on the sections that needed to be spot welded and epoxy primer on the rest of the a-post inner strengthener. This will help protect the metal as, once the outer panel goes into place, you cannot access this area



Next up, the engine bay seal retainer needed to be replaced. After removing the old rusty one, the area was cleaned and painted with weld-through primer ready for the new piece

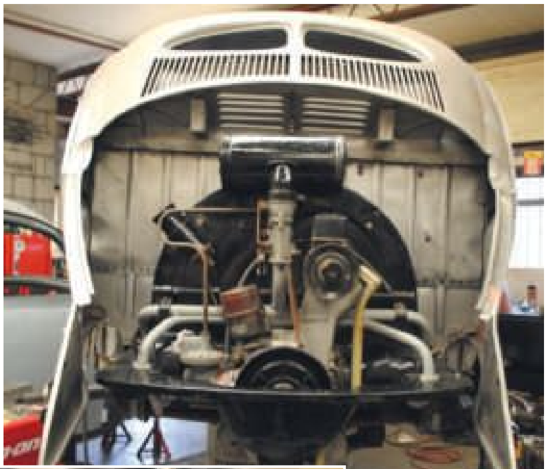


Here we are spot welding the new engine bay seal retainer strip into place

As you can see, a good spot welder gives you that factory fresh finish we are after

Once we were happy with the tooling and how it performed, we made a start on the sheet metal blank that would become our new panel. We arrived at the basic shape by making a thin cardboard template of the original panel, and then adding 25mm to the total size to account for the material lost from the overall width during the rib pressing process. We then accurately marked out on the panel where each pressing needed to go using a scriber and masking tape. Next, we folded a 15mm fold on both sides of the panel, from front to back. This was done to help the panel hold its shape on the convex and concave curves. We used a foot-operated shrinker / stretcher to help curve the panel, along with a set of slip rollers to roll an even curve across the whole width of the panel. This was made more difficult by the very tight radius of one of the curves, which required a lot of hand manipulation before we could start running it through the Pullmax to add the pressings.

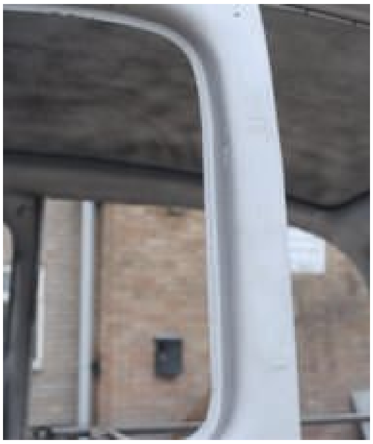
We began to put the pressings in the metal blank from front to back, starting in the middle and working outwards. We set a back stop on the Pullmax and did the left hand side first, then the right hand side until all the pressings were in. It was very pleasing to watch the panel take shape, and to see it looked exactly like the original.



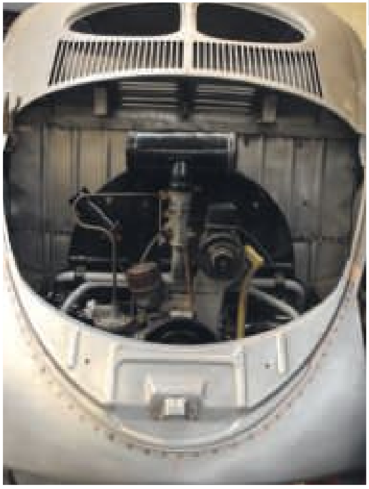
Because we needed to replace the engine bay side trays, we mocked up a spare 25-horse motor to ensure their positioning was correct. It always pays to mock up everything as the one time you don't will be the time something doesn't fit. It's better to take a little extra time to ensure it is correct the first time

Deluxe
RESTOSHOP

Again, using the spot welder here meant we could achieve a factory finish

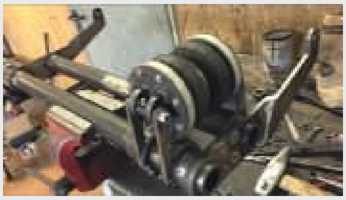


Another job that needed doing was sorting out the semaphore holes in the b-posts that someone had badly welded up in the past

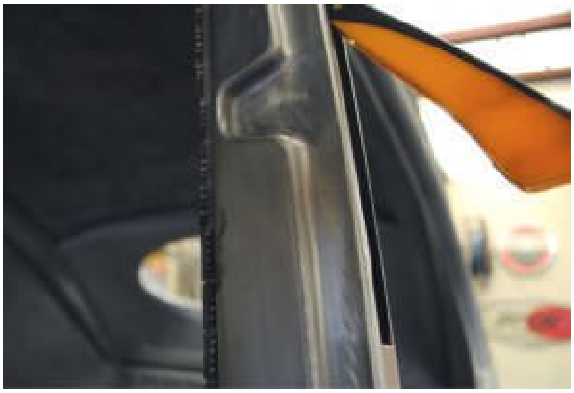


We also mocked up the rear valance before fitting the side trays to make sure everything goes together as it should

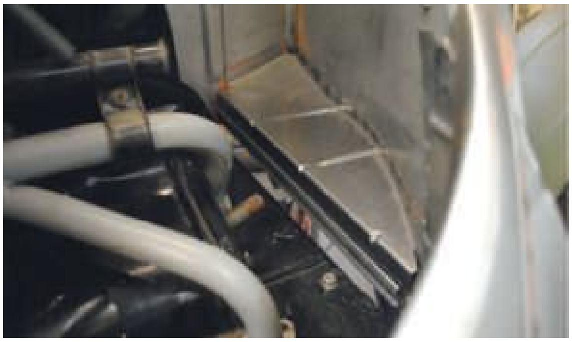
On the straight and narrow



We are really looking forward to receiving the 4-inch narrowed airbag beam that Dog Back Beam Performance in Germany are building for us. These guys know how to build an awesome product so, if you're looking for a front beam with the best quality ride money can buy, check them out! As you might have guessed from this, not everything on this build will be stock…



We cut out the welded in panel, straightened the b-post section and mocked up the semaphore indicator. Doesn't that look better?



And this is one side spot welded in. Another job done

Here we are stretching the engine lid seal retaining strip to the shape of the rear valance on the shrinker / stretcher, prior to spot welding in position

When you've spent a couple of days working on a panel to get it to this stage, all the while knowing that you're still only about halfway through, you can't help feel a bit nervous about making a mistake, which in a matter of seconds could see the whole panel fit only for the scrap man.

Nervous moment

Next, we added the domed section in the lower middle of the panel by taking a cardboard template of the original and transferring it to on our new piece, then dressing the metal with a nylon teardrop hammer on a sand bag. A panel beating spoon and radius dolly were then used to tidy it up and remove the hammer marks.

Feeling like we were nearly there, the panel was trimmed down and a 15mm folded lip added to each side where it will be spot welded to the rear quarters. Only then did we reach the moment of truth. Would the panel fit?

I don't mind admitting it was a nervous moment. Nearly a week of hard work had gone into making that one panel, and it might not even fit. Well, I'm pleased to say that nervousness didn't last long. When the panel was put in place, it fitted perfectly. A huge sigh of relief and a celebratory beer was in order!

Once we knew the panel fitted, it was time so sort the section where the inspection hatch is. This was done by using a replacement hatch section from Virtanen Restoration Panels in Finland (www.restorationpanels.com). After all the work we'd already done, cutting out the section where the hatch went and welding in the new panel was a walk in the park.

In total, we spent five and a half days working on this panel, but we could have spent five and a half months waiting for a body cut to turn up, so it was time well spent. But now we really have to crack on with the other repairs. ■

∧ › Once the engine bay side trays were in place, our attention turned to the rear valance, which was one of the easier jobs because of all our previous rear end work and the quality of fit from the excellent Wolfparts panel. Note again the use of weld-through primer

‹ Spot welding the rear valance in place was a satisfying job because it brings to an end the weeks of rear end metalwork, and that part of the body is now complete. It must be time for a well deserved beer or two, no?

weldc
Copper Weld Spray

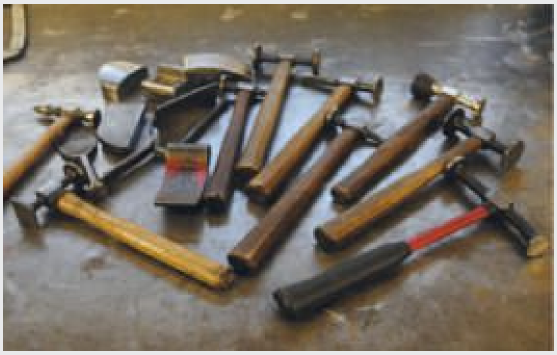
› We've said it before, and we'll say it again. Weld-through primer is a must. Use copper weld-through on all metal parts that are spot welded together as not only will it help prevent rust developing between the two, it offers very good conductivity as well.

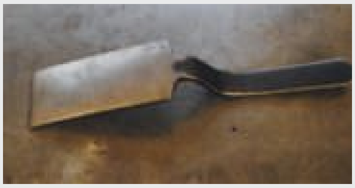
Next month...

More repair panels have now arrived from Virtanen Restoration Panels in Finland, including some very nice lower inner door bottoms. All the parts we've been gathering for this build have been to an excellent standard, which makes a project like this a lot easier, and considerably more enjoyable

TOOLS OF THE TRADE

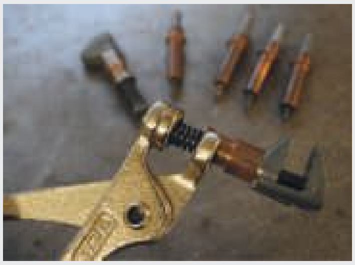
Here are just a few of the hammers and dollies we use every day while working on a project like this. Note not all of these tools are designed for metalworking. The brick bolster chisel over to the left is great for dressing shapes into metal





∧ This is what's called a slapper – it's not something you'd pick up on a night out for sure. Slappers / metal shaping spoons are fantastic at taking out dents and ripples in panel work

∨ Panel pins and sprung c-clamps are a must for panel mock up



› ∨ We use a lot of mini (50 or 75mm) cutting discs, grinding discs and Scotchbrite discs. Being smaller than the traditional 4½in (114mm) discs, they give you better control and a better detailed finish to the metalwork. We recycle the old part of these cutting discs by using them as backing pads for the grinding discs. This stops the disc from flexing, allowing you to grind more precisely

∨ You can never have enough clamps!

∧ Here are a few of the air tools we use that make like easier. Electric versions of most of these are available but, if you can stretch to a decent size compressor, air is definitely the way to go

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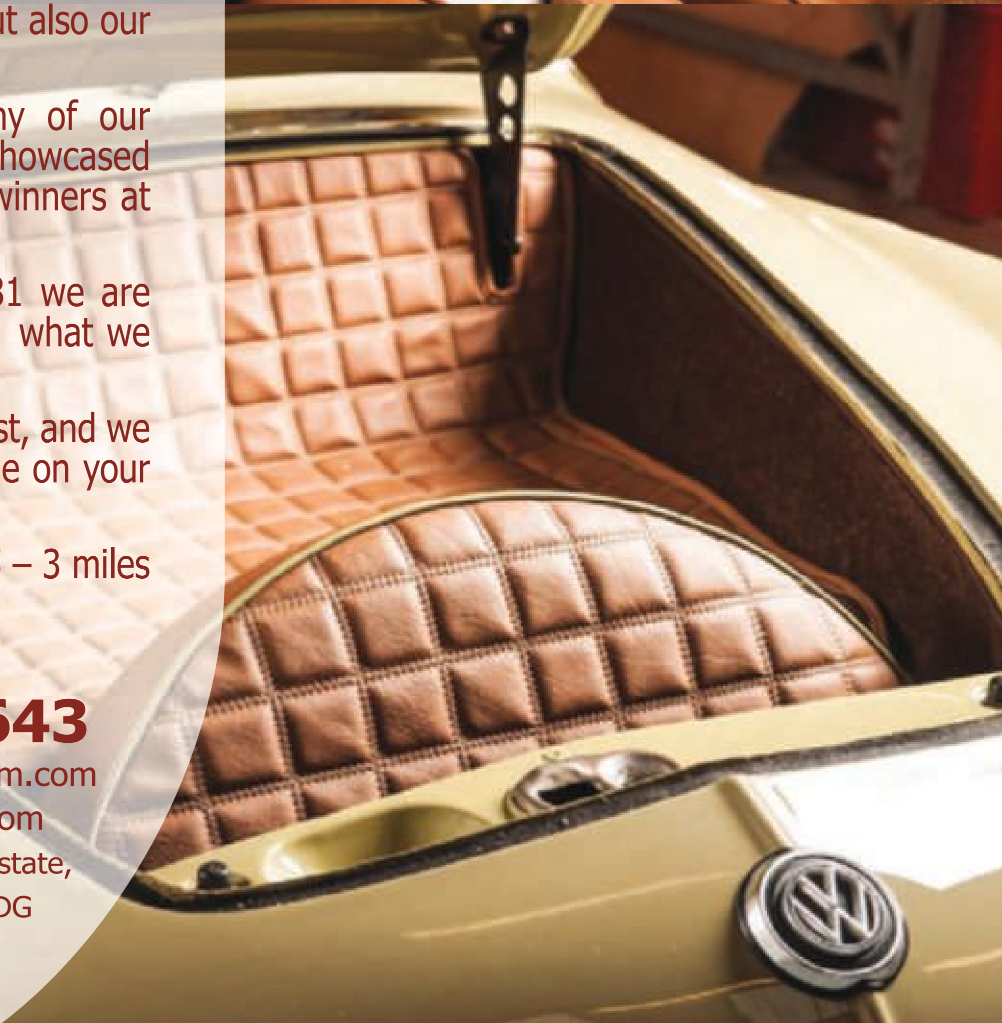

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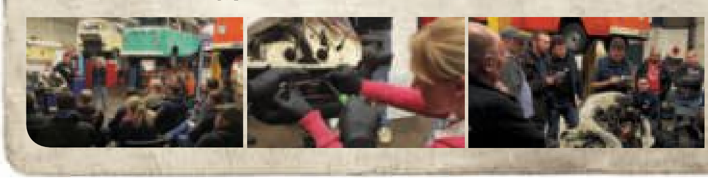

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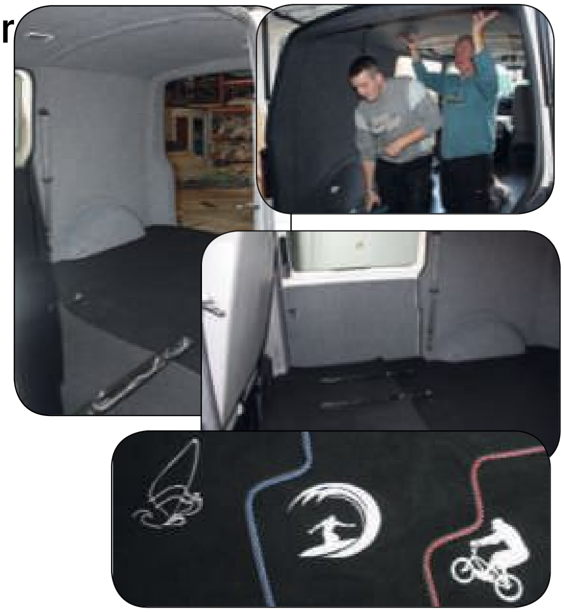

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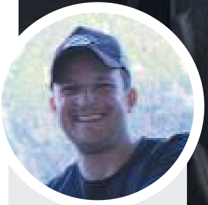
The car as it looked upon arrival, minus a small area on the wing where Mark had wiped off old paint repairs with thinners

Looking much better here, Mark cracked on with some minor paint repairs on the scuttle area before fitting a new bonnet seal



OWNER INFO

NAME
Mark Walker

OCCUPATION
Writer, blogger

CAR
'67 Beetle 1500

WORK THIS MONTH
Getting through an MoT, general tidying and adding a continental touch to the front end

Swede and simple

Mark takes a back to basics approach with his recently registered Swedish import

Earlier in the year I told you about my exploits buying a 1967 Beetle in Stockholm and trying to get it home with a dodgy charging system. As I revealed back then, it turned out to be a little tattier than I had expected before I flew out to Sweden to buy it sight unseen.

Once I'd been flown home to the UK by the wonderful people at Footman James/AXA Assistance, I had to wait a couple of weeks before the car was repatriated to the UK. A couple of weeks turned into three and, just as I was beginning to lose hope, I received a call from a UK transport company to say the Beetle would be with me the next day. Just after I hung up the phone, it rang again with a different person telling me the car would be with me in the next hour. I hung up the phone again, just in time to see a truck roll past the door with the car on the back! To be honest though, I wasn't bothered about all the misinformation – I was just relieved that it was home.

The car had been delivered to Specialist Motorcaravan Services (07791 948880), where I do a bit of VW restoration work a couple of days a week, so the first job was to book it in for an MoT with my old mate Martin at Ginger's VW in Portsmouth (www.gingersvw.co.uk). After taping the headlamps to blank off the LHD beam, the car sailed through with just a couple of advisories.

Guilty as charged

With a fresh MoT in hand, I sorted the advisories (a wheel bearing and brake hose) and thought I'd be on the road in a fortnight. How wrong I was. To my mind the DVLA is a nightmare to deal with and seem to change the rules every five

Wiping the tired, perished original running board mats with thinners had a miraculous effect; it's as if it removes the top layer of rubber

Wet sanding the entire car with 2000 grit wet and dry, prior to machine buffing it to produce a shine to die for

Mark swapped out the one-year only large 6-volt dynamo for a reconditioned German Bosch 12-volt item

Fixing the MoT advisory points involved sorting a rumbling wheel bearing and a brake hose with the wrong type clip/union

Swapping the voltage regulator for a 12-volt item on a 1967 car is simpler than on earlier Beetles as the regulator is under the rear seat

> “it turned out to be a little tattier than I had expected”

minutes. The problem was, when I turned up to collect the car in Sweden, the vendor only had documentation relating to the Swedish registration authority, basically leaving me with no proof of age paperwork. As the DVLA problems drew on, and winter had us in its grip, I have to admit I'd lost all motivation to work on the car. Thankfully, it was eventually sorted out in May and I was given the number DRS 306D.

Once I had a registration number, the motivation returned and I spent three solid weeks on the driveway. The first thing to tackle was the charging problem. The dynamo was faulty but as it was a one-year 'large diameter' 6v-dynamo, I decided it would be pretty easy to convert the car to 12-volts. In a flash, the engine was out and a reconditioned German 12-volt Bosch dynamo was fitted. With the engine back in, I cracked on and finished the 12-volt conversion, covering it in a *VolksWorld* guide for good measure.

With the car now working properly, I 'just' needed to clean it up a bit. There were a lot of really bad paint repairs, so I spent the best part of a week wiping these off with cellulose thinners. It was mainly just stone chips under the added paint, so I wet sanded and machine buffed the whole car, before doing some local paint blending here and there and buffing again, so you really can't see the repairs.

The front bumper was really crusty and dented, so I replaced it with a brand new one, cleaning up the front and rear bumper irons and giving them and the inside of the bumpers a couple of coats of silver paint and a new set of bumper grommets in the process. The rear bumper and all the overriders cleaned up nicely for an original looking vehicle.

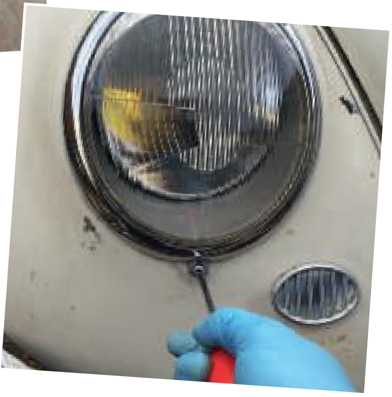
Thinner the better

One of the things that attracted me to the car in the first place was the original beige running board covers. Sadly, though, on closer inspection they were looking perished and were covered in paint overspray. I tried using some thinners on a small area before doing the rest of the mats. Miraculously, the thinners seemed to take off the top layer of perished rubber, restoring the finish of the mats in the process. Result!

With the outside of the car now looking amazing, I repainted the wheel centres in black for an original look, before moving to the inside. I re-glued the front interior panels, repaired the driver's door latch, patched in a couple of bits of carpet and gave everything a vacuum and scrub. The original cloth interior cleaned up very nicely indeed.

The final step was to carefully drill and mount the new raised digit black and silver UK number plates from Framptons (www.framptonsplates.com) and take it for a spin. ■

Repainting the headlamp buckets, whilst swapping over to RHD lenses; not content with grey primer (porous), Mark had the colour matched into an aerosol by a local auto paint supplier



The finished rebuilt headlamps, complete with NOS yellow bulbs (because he likes them) were a sight to behold and really made a difference to the look of the front end

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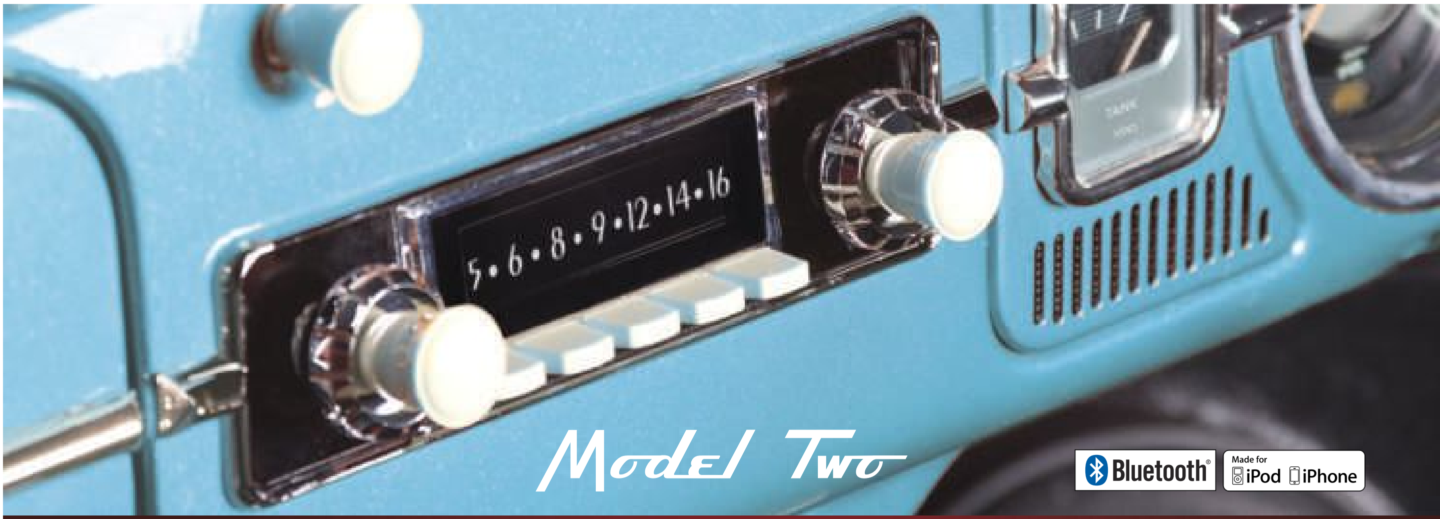

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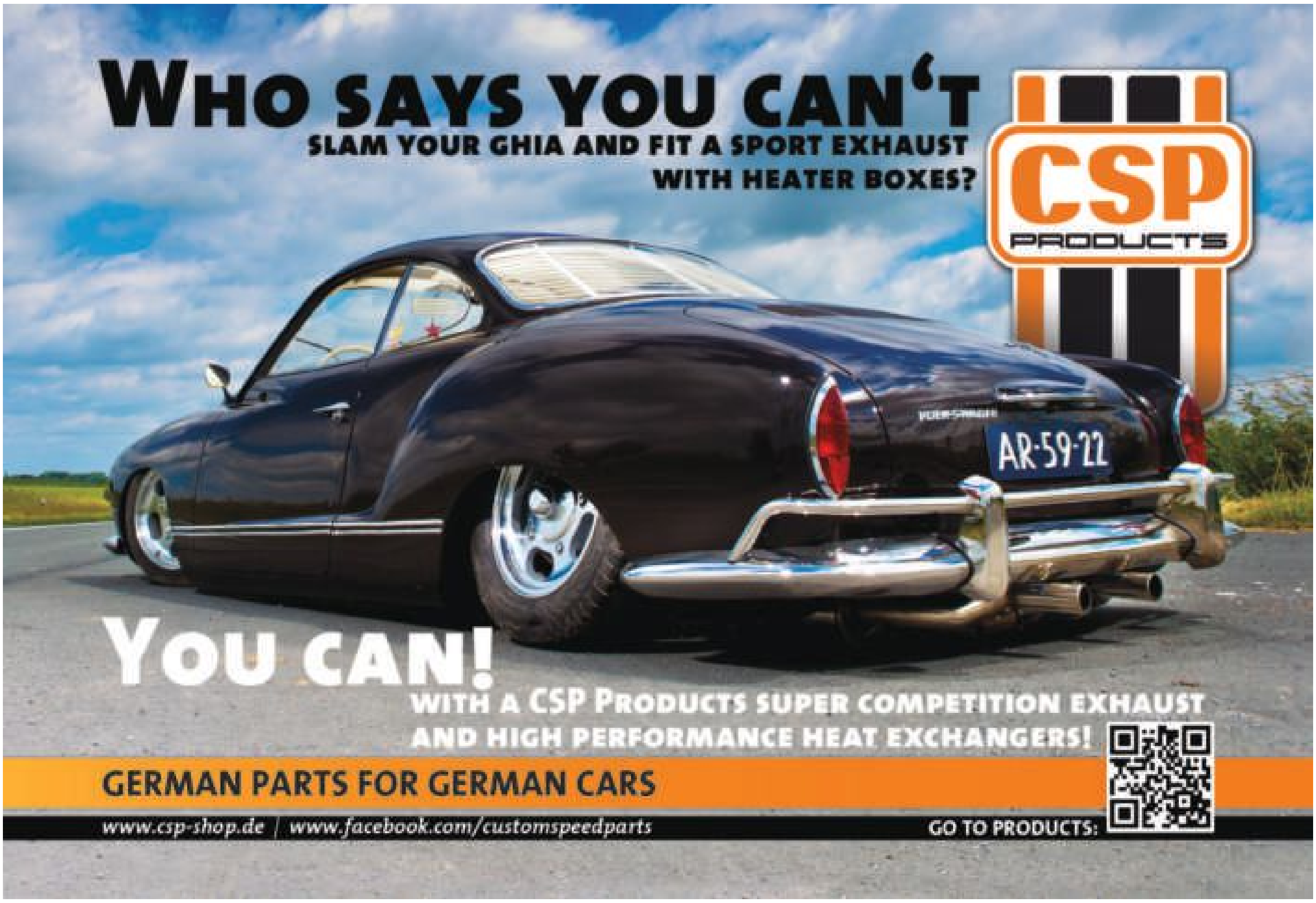

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1500's standard front discs made life easier for Ian as did a spanking new Sealey trolley jack and heavy-duty axle stands

OWNER INFO

NAME
Ian Cushway

OCCUPATION
Editor

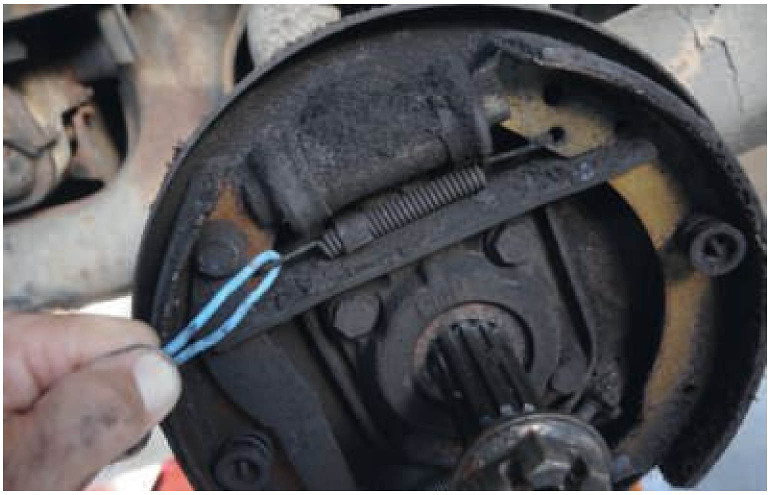
CAR
1968 1500 Beetle

WORK THIS MONTH
Buying a decent jack, sorting the front and rear brakes and fitting new axle boots

Stop and start

Ian finally gets to sort his Beetle's brakes

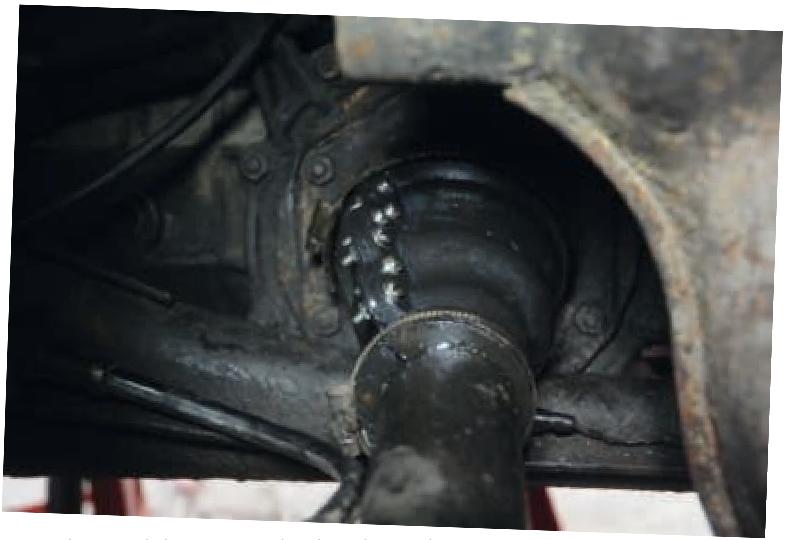
I make no apologies by starting this month with a big of a product plug. You might remember last time I was lamenting my serious lack of decent tools, so I finally decided to do something about it and buy a beefy new trolley jack and a set of equally robust axle stands. I went for a Sealey 2750LE jack. The 2750 means it can lift 2.75 tonnes and the LE bit stands for 'low entry' and with a minimum chassis height of 90mm it will be able to get under just about anything. It's a twin piston affair so it raises to its full extension (520mm) in just a few strokes and I particularly liked the big round saddle with its rubber mat which keeps everything stable while lifting. With strong metal casters and a heavy-duty construction it certainly feels sturdy. The axle stands are Sealey too (AS5000M), and again they're dead chunky with a maximum lift of 475mm. I have to say, they've instantly made working on the Bug safer and more pleasurable.



> Ian purchased a new rear brake fitting kit which includes these springs (which usually break if they're rusty) used to keep the shoes together, as well as the retaining pins, the cup and their springs and a pair of circlips for the handbrake lever mechanism. You need to re-use the retaining plate, the clip that secures the top spring to it and the handbrake arm itself

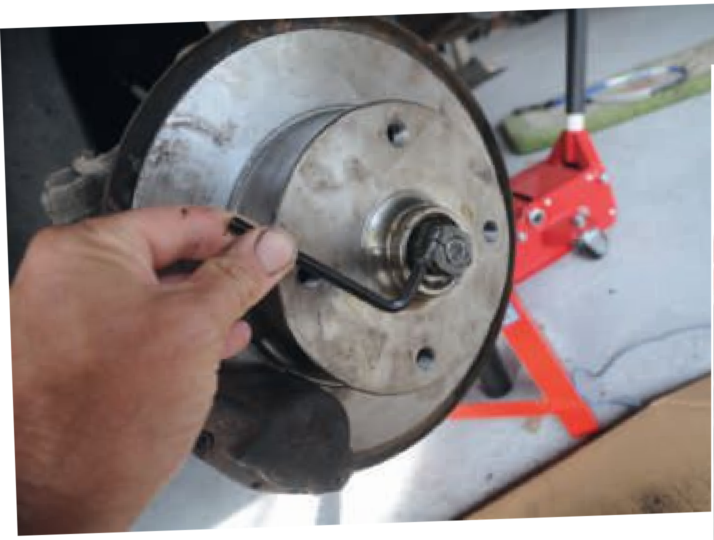
Braking bad

To recap then I'd discovered that both rear brake cylinders had been leaking so I ordered two up from VW Heritage, along with a set of new shoes and the appropriate fitting kits. I used brake cleaner to rid the backplates of gunk and once it was nice and clean and dry I reassembled everything, being sure



The rear axle boots were replaced. See how it's been skewed so the joint isn't at top dead centre

It took Ian ages to drift the inner and outer wheel bearing races out so they could be transplanted into the new disc. We always advocate fitting new wheel bearings and inner bearing oil seals when replacing a disc. But did Ian listen?



To adjust the wheel bearing, tighten the nut while turning the wheel, then back it off a fraction so you can just move the thrust washed beneath it. Then do up the allen key to secure it in place

Brake fluid should be replaced every two years. No prizes for guessing which jam jar contains the old stuff!

to grease up the star adjusters to make life easier later on. It makes sense when taking things apart to make a mental note of how things went together, or take a photo if you've got a rubbish memory – it ensures everything goes back as it should.

Another job this month was to replace the rear axle boots as one had split and spewed fluid. The key is not to overtighten the fittings which hold the boot together and another tip I learnt from an old back issue was to angle the join so it wouldn't coincide with the up and down movement of the axle.

Judging by the pool on the ground I had obviously lost a lot of fluid so I got hold of a 17mm hex tool from Just Kampers and having doused the gearbox level plug in release agent managed to undo it. As suspected by sticking my finger in I discovered the level was low so topped up with the necessary EP90.

With the back wheels back on it was time to tackle the front.

> "I know you'll scream at me for this"

Disc jockeying

In comparison to drums, discs and pads are a doddle to swap. Well, that's the theory. To be honest, I suspect new pads have been fitted relatively recently because there was a fair bit of meat on them. But as the discs had a slight wear ridge, I decided to change them anyway and again ordered a set from VW Heritage.

I started by punching out the retaining pin and removing the securing plate then, having loosened the two bolts that hold the caliper, carefully levered out the old pads. I then removed the caliper, suspending it by a piece of string so as not to damage the flexible hose. With the wheel bearing dust caps removed, I continued by undoing the alley key clamp, loosened off the nut and pulled the disc off its spline, being careful to remove the outer wheel bearing first before it dropped into the pile of greasy debris below.

I know you'll scream at me for this but I decided to refit the old wheel bearings into the replacement disc which I know goes against all common sense – especially as it took me half an hour each side using a copper drift to remove the inner and outer races from the old discs. I even refitted the old inner bearing oil seals. In retrospect, I should have invested in new throughout. I packed both with fresh grease and made a mental note to give myself a good whack on the backside later on.

With the new disc in place, I bolted the caliper back on and loaded the new pads using a pry bar to carefully push the pistons home to give enough clearance. Getting the wheel bearing setup right is a bit of a dark art. I did it by spinning the wheel slowly while tightening and when it was tight enough backed it off just enough so I could move the thrust washer with a small screwdriver. Do it too tight and it will wreck the bearing.

With all the road wheels back on, it was time to bleed the brakes so I installed my son, Charlie, behind the wheel and got him to start pumping when instructed. It worked quite well because he's a keen cyclist so he saw it as a good training session! Starting with the wheel furthest from the master cylinder, I bled off all of the old fluid – adding golden fresh fluid until that's what I got out of each cylinder. You can see the state of it!

Having got underneath the back end, reassured by the sturdiness of my new axle stands, I adjusted the brakes trying to remind myself which way to spin the adjusters. And joy! I've got a rock hard middle pedal. ■

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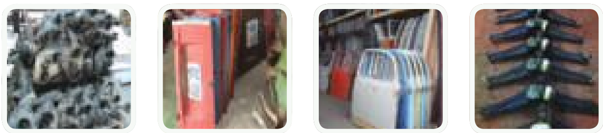

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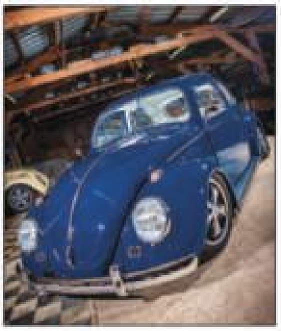

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Next month...

Here's what's coming up in the January 2017 issue of *VolksWorld*, on sale Friday 18 November

Don't miss it!

Highs 'n' Lows

Would you believe this Beetle was once a high-riding Sand Scorcher Baja? Now it's an East Coast influenced hot rod that's as low as it will go...

NDIANA
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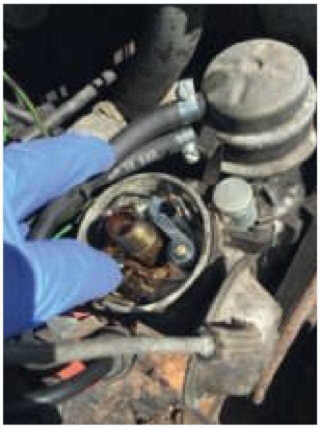
Cool Campers?

We visit the Bournemouth-based restoration specialists for a Workshop Walkabout



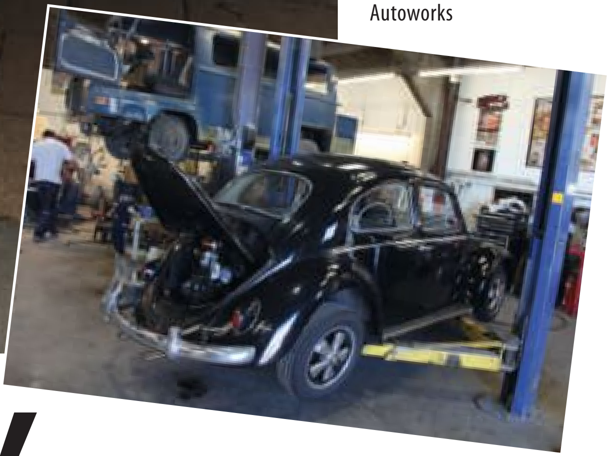
Rough running

All your niggly air-cooled engine woes sorted in our essential back-to-basics guide

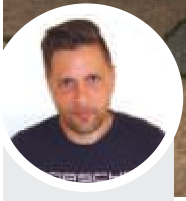
Blackass Betty

Unbelievably, the owners of this gleaming US-import 1960 Cabriolet spotted it in the classifieds while out and about, pulled into a service station and transferred the deposit there and then. But did the gamble of buying an unfinished project on the other side of the world pay off? You betcha!

Uh oh. Something's definitely not right here



Going up. On the lift at Johnsons Autoworks



OWNER INFO

NAME James Peene

JOB Contributor, writer

CAR '69 Bay Window, '60 Beetle

WORK THIS MONTH Fix gearshift and oil leak

Gears today, gone tomorrow?

James has trouble shifting gear and considers shifting the '60 on

Having relocated back to the cultural wasteland that is the Midlands (I can say that because I was born here, okay!) I've found myself with too many toys and not enough/no space to store them. I'd arranged to rent some storage space but this has subsequently fallen through and as a result, my Bus and the '60 are currently living outside on the drive.

Whilst this might be okay for my Bay, I think it's a crying-ass shame that something as lovely as my Beetle is being rained on, pooped on by birds and sat on by Mad Moo, my girlfriend's crazy black cat who, until now, has never sat on any of our other cars. She must just feel an affinity with my little black Bug, or is just doing it to tick me off. Also, as Ned Stark would say, winter is coming.

However, the upside of having my cars to hand is that unlike when they were stored in Steve's garage, I can lay my hands on them whenever I want, so the Beetle has been seeing almost daily use since I drove it back from Kent after attending Le Bug at Spa recently.

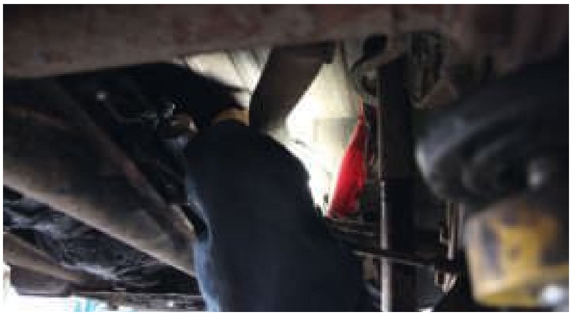
That first big journey of 100 miles was ticked off with ease. I set off from former art man Steve Gosling's at about 1.30am and arrived home in the wee, small hours. It was great to cruise along in the dark with the little 30 horse motor thrumming away.

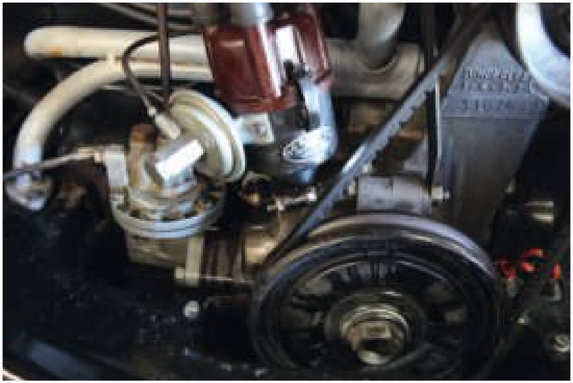
I've been hugely surprised by how well it goes. It's by far the best VW I've ever owned and with the Flat4 Fuchs and 135 tyres the speedo needle will go all the way round the stop and stay there. With satnav I can see that it'll cruise happily at 65-70mph without any complaint, it just takes a while to get there. Problems? Nothing that has ruined play, just a bit of an issue with the clutch and an oil leak, but both turned out to be easy fixes.

Shift over

Having put a few kilometers on the clock I'd noticed the gears were becoming

Fortunately the gearshift issue was easily fixed by adjusting the cable. So much easier when you can get to it like this





With the engine cleaned up and running I could see where the oil leak was coming from, the oil pressure switch

Replacing the old switch was easy, but they have a tapered thread, so go easy if you have to replace yours, or else

And, with the car on the lift you can see why speed bumps and lowered VWs don't get on

The old switch was probably the original so has earned its retirement

It's a joy to drive this car; especially now it goes into all the gears

Original 1200 is running sweet as a nut now and there's no more oil leak. Winner!

Should it stay or should it go now? I'm really undecided what to do

increasingly difficult to select. You could forget about going into first without serious graunching and pushing it into third was requiring more and more effort. There was also a boatload of free-play in the clutch pedal that wasn't there before.

The state of the drive told me there was an oil leak and peering underneath I could see a load of oil on the exhaust, but I couldn't see where it was coming from.

Fortunately, I needed to pop over to Johnson Autoworks for help with a feature I was writing and Steve (Johnson) kindly popped the car on the lift for me.

The issues with the gearshift were quickly dealt with. Either the new clutch that I'd fitted had bedded in, or the cable had stretched or is frayed and about to go (time will tell on that!) but a few minutes winding in the adjuster was the answer. A quick test drive revealed all four gears were right where they should be, but I could now select them as easily as VW intended.

As for the oil leak, with the engine running it was traced to the oil pressure switch. Steve had a replacement to hand so it was duly fitted and voila, no more oil leak. He didn't even charge me for any of this, what a hero!

Since then, I've used the car for a few work trips, the school run and attended the RSVP BBQ and just love driving it, and all the attention it gets. Just seeing it sat on the drive gives me a warm fuzzy feeling, but I think my time with it is limited. Everyone keeps telling me to keep it, but with my Bus and my Porsche 912 almost ready to come back from paint, I just think the Beetle should go, so by the time you read this it will be advertised on thesamba.com, if I haven't changed my mind about selling it that is. ■

> "It's by far the best VW I've ever owned"

Hibernation techniques

If you are not planning to use your VW over winter, then follow our guide to storing it away

Words and photos Rob Hawkins

Job info

TOOLS NEEDED
Battery charger
Bucket and sponge
Grease gun
Torch
Torque wrench
Voltmeter
Tyre pressure gauge and pump
Wire brush or scraper

MATERIALS USED
Car shampoo
Cardboard
Clean cloths
Fabric car cover
Kitchen cleaning spray
Multi-purpose grease
Polish
Rust treatment
Sterilising tablets
Sterilising tablets
Wax
Wheel chocks/ bricks/wooden blocks

TIME TAKEN
2-3 hours

COST DIY **£0-£50**

When the roads are salted and the weather is cold and damp, there's very little temptation in the thought of venturing out in an air-cooled VW. The weeks can turn to months and before you know it, your VW hasn't been used for a quarter of a year or more, the battery is flat, the tyres have deflated and mould has taken residence inside. So our guide to winter storage aims to ensure you can avoid the aforementioned problems and more when the time comes to returning to the road. The preparation work can be as involved as you want it to be, so don't feel as though you need to complete everything we have covered – rust protection for instance, can lead to days or weeks of work in some cases. The main emphasis of winter storage preparation concerns ensuring the vehicle is capable of being used again several months later. ■

Winter prep tips

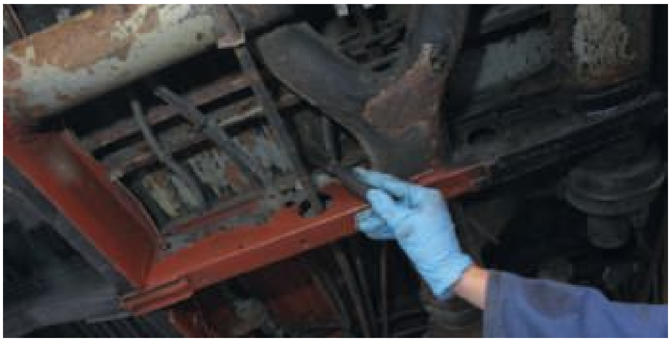
DO

- ✓ Leave the fridge door open to stop mould forming and growing
- ✓ Run the engine up to operating temperature at least once a month
- ✓ Keep the battery fully charged using a trickle charger
- ✓ Move the vehicle every month to rotate the tyres
- ✓ Over-inflate the tyres by a few psi, especially if they leak

DON'T

- ✗ Drain the engine oil with the intention of renewing it later
- ✗ Leave a window open for ventilation – water will get in
- ✗ Leave soggy carpets inside in the hope they will dry out
- ✗ Leave the handbrake on unless the vehicle is parked on a hill
- ✗ Forget to check when your MOT certificate and tax expires

General checks



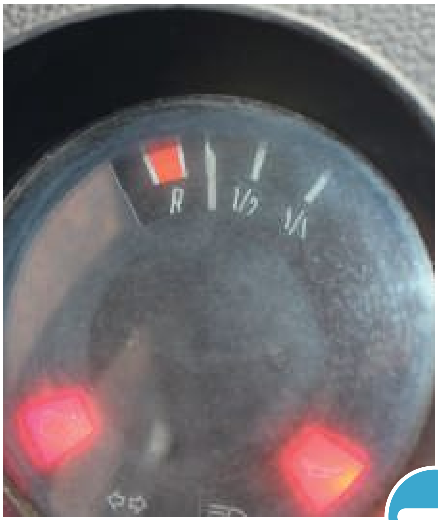
01 LOOK FOR RUST: Use a torch to look around underneath and spot any exposed or rusting metalwork. If it's feasible, try to protect any exposed metal with a suitable paint, and clean any rust with a wire brush or scraper before protecting it. However, the work involved in rustproofing can take days, so at the very least, make yourself aware of the condition of the underside of your VW

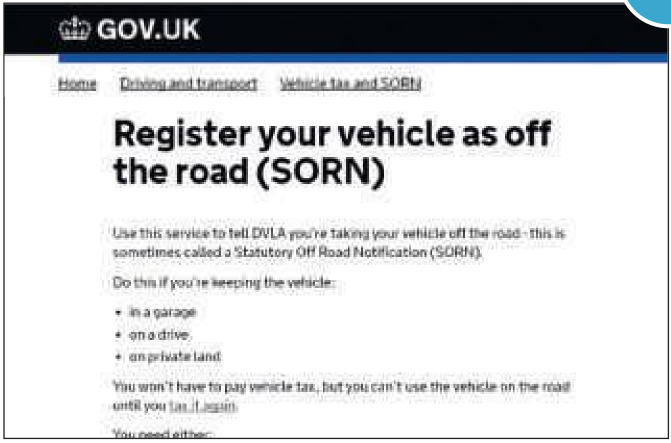
02 ENGINE OIL: With the vehicle on level ground, remove the engine oil level dipstick, wipe it clean, then refit and remove it. The amount of oil that is on the end of the dipstick should be between the minimum and maximum markers. Even if you are planning to renew the oil before using the vehicle, it's worth ensuring it's topped up, just in case you need to run the engine. For most air-cooled engines, use 20W50 mineral oil

03 FIRE EXTINGUISHERS: If you have a handheld or automatic fire extinguisher fitted, it may have a gauge on the side that shows whether it's full or not. If the level has dropped over the summer period, it may be possible to have it refilled. Also, check any pipework attached to the extinguisher and make sure any locking pins can be removed

04 GREASE POINTS: If there are any grease nipples for the suspension or steering, pump multi-purpose grease into them to ensure they are adequately lubricated. In some cases, a small amount of grease should be pumped in, such as a steering link. In other cases, such as the front beam, pump it through until all the old grease has oozed out (wipe it off with a cloth)

05 PETROL: Modern petrol is becoming a problem for classic vehicles because of the increasing amount of ethanol that is added, which leads to internal corrosion of the fuel tank and rubber pipework, along with blockages in the carburettor. Make sure the fuel level is as low as possible. When you come to using the vehicle again, add fresh fuel





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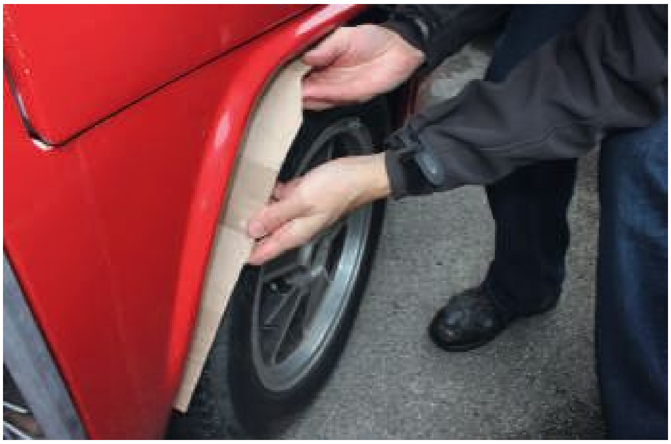
You need either:

06 SORN: If you don't intend to use your vehicle for the winter, and you pay road tax, then you may want to stop this and declare the vehicle is SORN'd (statutory off road notification) – but bear in mind the vehicle cannot be parked on a road. This will mean you either stop paying the road tax (if you pay monthly), or receive a refund. This can be done online via www.gov.uk/make-a-sorn

Exterior checks

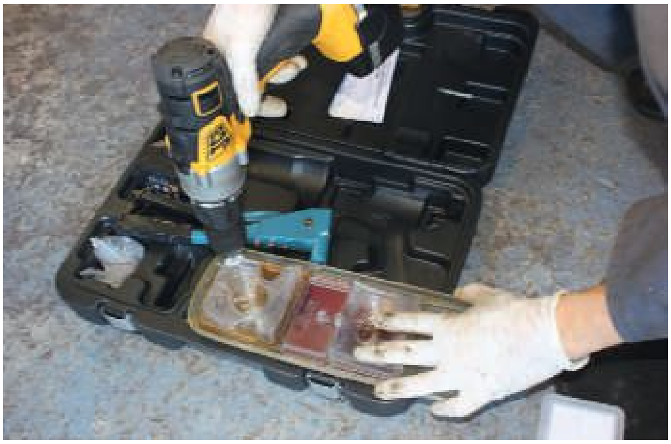
01 **TYRES:** Check the tyre pressures and if you have any that leak slowly, consider over inflating them by a few psi. Inspect the condition of the treads and sidewalls (both sidewalls) for signs of uneven wear, cracks and debris. It's recommended that tyres are replaced every five years so look for a four digit code on the sidewall that indicates the week and year it was manufactured. 1502 for example, means the tyre was manufacture in the 15th week of 2002

02 **WASH AND SCRUB:** We don't need to tell you to wash, polish and wax the bodywork, but it is important to clean all window seals and guttering with a washing up brush – don't return it to the kitchen for washing the dishes. This will help to remove mould and prevent it growing. This is also a good opportunity to see if water leaks into the interior



03 **CARDBOARD PROTECTION:** Rising damp is a potential cause of corrosion. Water on the ground evaporates into the air and settles inside the wheel arches and on the underside of the vehicle. Fitting pieces of cardboard inside the wheel arches, and underneath the vehicle can reduce the risk of this problem, providing the cardboard doesn't become saturated

04 **PRESERVE THE BRIGHTWORK:** Shiny stuff including bumpers, headlight surrounds and door mirrors can start to corrode over winter, so polish them thoroughly and add a sealant or wax. The same applies to the wheels if they are alloy – or fit a spare set of steel wheels and store the alloy wheels in a shed or garage for the winter



05 **REMOVE CONDENSATION:** Conduct a quick check of the headlights, brake lights, indicators and hazards to make sure everything is working. It's also an opportunity to look for condensation, such as inside light lenses. The photograph here shows a rear light lens on a Bay Window where condensation collects inside. One solution is to drill a small hole in the back of it for ventilation

06 **COVER UP:** Made to measure covers are available for most VWs, which help to protect your vehicle over winter and keep the interior dry. Many of them need to be tied down to avoid being blown off in high winds. And most of them should be removed every month and the engine run to allow for moisture to escape

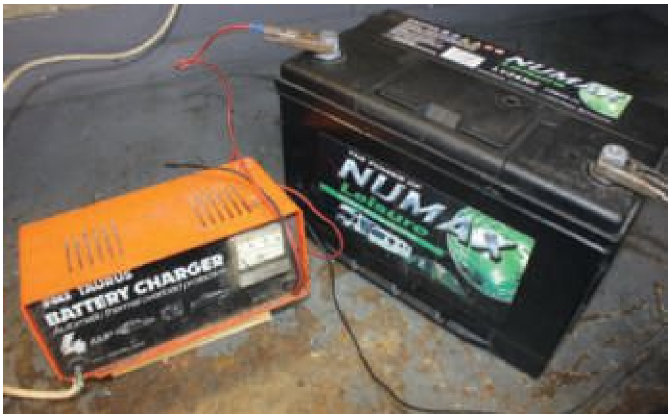
Interior Preparation

01 **FOOD AND RUBBISH:** Remove any dirt or rubbish from inside, especially if it can become smelly. If you have a fridge, clean inside it with a suitable kitchen cleaning solution and leave the door open. Remove all crockery and cutlery and wash it thoroughly, leaving it inside your house until the vehicle is used again

02 **GAS OFF:** If you have gas cooking equipment or the fridge is operated via a gas bottle, then make sure these appliances are switched off at both ends – the appliance and the gas bottle. You may want to remove the gas bottle(s) from the vehicle by unscrewing the regulator and fitting a safety stop or handle

03 **STERILISE WATER EQUIPMENT:** Whether you carry a water container or have fresh and waste water tanks installed, all of this equipment should be routinely cleaned at least once a year. One of the easiest methods is to use sterilising tablets and fresh water, adding this solution to containers and tanks and leaving it for several minutes before emptying the contents

04 **HANDBRAKE OFF:** Place at least two wheel chocks, blocks of wood or bricks against the front and rear tread of a tyre to help prevent the vehicle from moving. Select first gear (park for an automatic gearbox) and release the handbrake. This will reduce the risk of the rear brake shoes sticking inside the drum brake. However, do not do this if you park the vehicle on a steep hill



05 **BATTERY OFF:** Disconnect all batteries (earth connection first) and if they are located in an area where water collects, remove them and store them somewhere dry. Test each battery with a voltmeter and recharge it if it's below 12 volts, or connect it to a trickle charger to help maintain its voltage. If you can check the levels inside the battery, see if they need topping up with distilled water

06 **WET CARPETS:** Lift the carpets and floor mats to look for water and moisture. If you know of water leaks that cannot be avoided, you may want to lay newspaper underneath the mats or carpets to soak it up. Alternatively, you may want to remove any carpets or mats that are wet or potentially become soaked in rainwater

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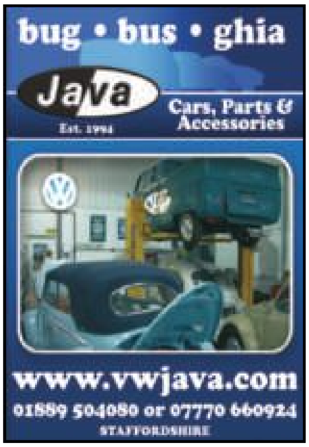

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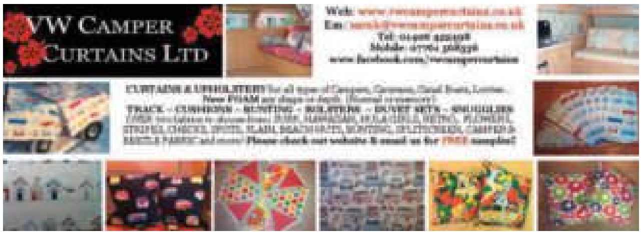
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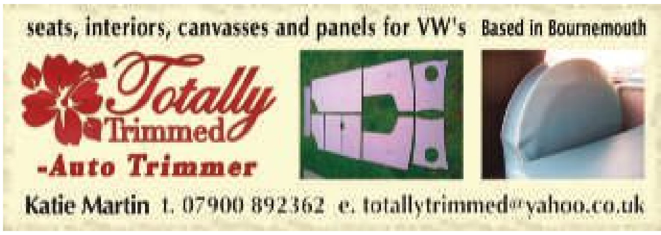
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AUTOSLEEPER TALISMAN 2

1988, £6,500. 2 berth campervan, Talbot based. 2 ltr petrol, manual. Excellent condition inside and out. All mod cons, fridge, toilet, oven, heater, water heater, thermostat, overhead storage, onboard fresh and waste water tanks. Staffordshire. 01922 412564 (RB)

T25 KARISHMA

1989, 64,000 miles, £11,999. One owner 28 years, All MoT's from new. New Gearbox. Stainless steel exhaust. Good tyres all round. New curtains. New back brakes. No rust throughout. Looks like new underneath. Been kept undercover all its life. First to see will buy. Essex. 07731 504577 (LH)

BAY WINDOW CAMPER

£20,000-22,000. Delightful fully restored Bay Window in superb overall condition, with excellent coachwork and super-nice interior which has re-upholstered to suit the original clean cabinets. Very original specification with OEM wheel trims and hub caps in nice polished order. To have 12 months' MoT and said to drive superbly.Classics Central Auctions on Sunday 30 October 2016. 0115 975 4030 (RA)

VW T2

£3,000. 1600 cm3 no documents the vehicle is located in Italy the truck is internally insulated the engine is running it isn't blocked the vehicle is ready to complete the restoration. excluding transport and other costsl enclose photographs more information on request. annalisac@omniway.sm (RA)

VW T2

1976, 48,000 miles, £9,000. Fully rebuilt. Rock and roll bed. Day van. Some surface rust but runs like a dream. 1800cc Super Street Engine. Double sliding doors. Devon. 07771 357733 (LH)

WESTFALIA (SO67)

1968, 98,000 miles, £16,750. Campmobile Campervan.LH Drive, Imported from Texas in 2008. Partial respray at that time. Lots of original features. Many new parts fitted including new gearbox, clutch and exhaust last year.Very reliable, good looking camper ready to go. North Devon. 07733 118775 (LH)

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£POA. Kingfisher eng + gearbox = ex boat 1 gen chi - 395-5 r.signals 1 pelter PH1 7HP ex dumper. 1 danarm chain saw + other bits and pieces. All open to sensible offers. Wilts. 01380 840109 (RA)

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Corsair doors (3) for restoration. Also Acclaim o/s/r door complete. Also Beetle engine lid and selection of repair manuals. - UK and foreign. Bedfordshire. 01234 213871 (RA)

VOLKSWAGEN POLO MK2

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CUSTOM SCALE MODELS

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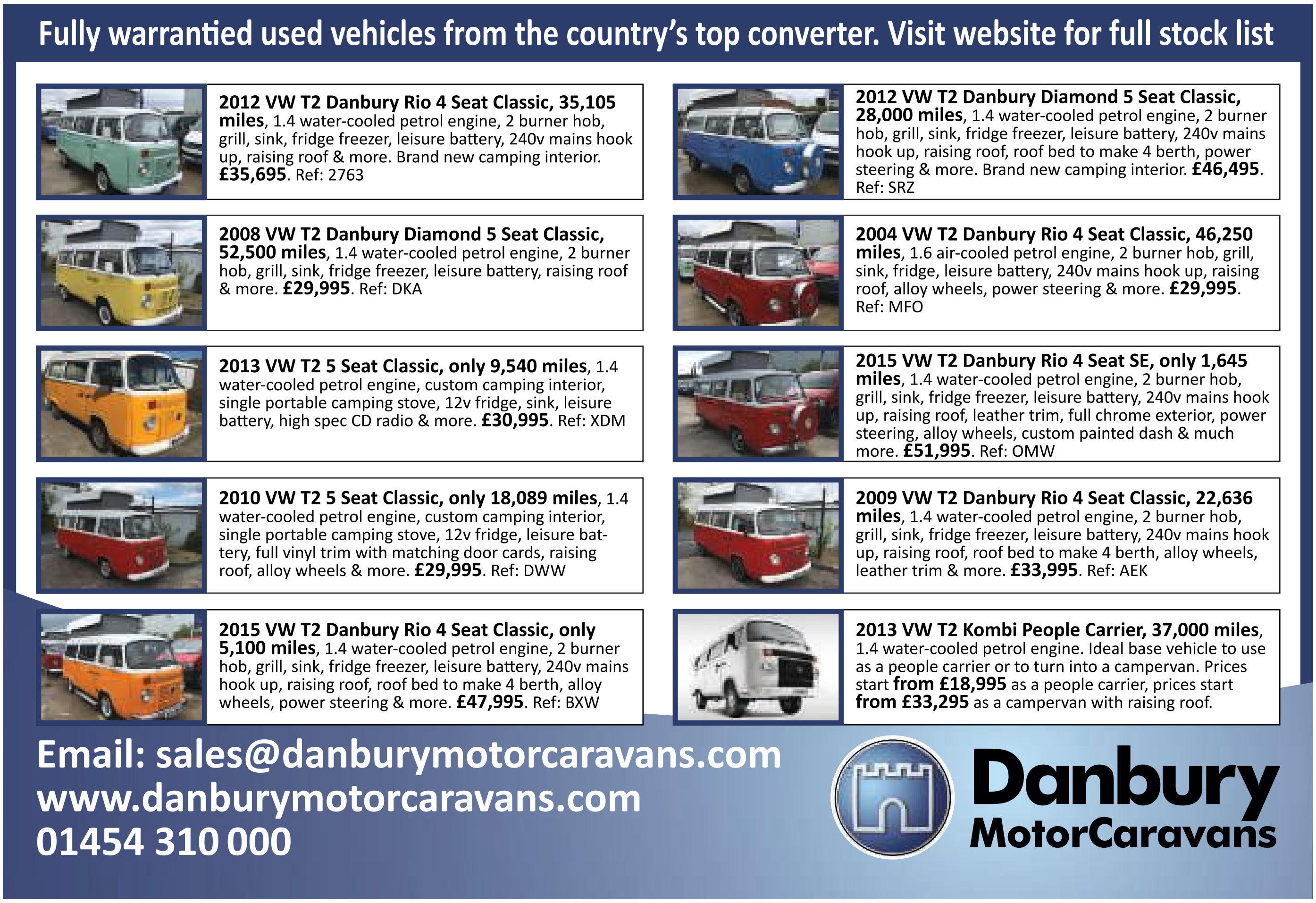
VOLVO F88

1976, £P.O.A. Workshop manual covers f88 (290) also certain parts of F86/F10, N10 & N88. West Midlands. 07836 514189 (LH)



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2004 VW T2 Danbury Rio 4 Seat Classic, 46,250 miles, 1.6 air-cooled petrol engine, 2 burner hob, grill, sink, fridge, leisure battery, 240v mains hook up, raising roof, alloy wheels, power steering & more. **£29,995**. Ref: MFO

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2015 VW T2 Danbury Rio 4 Seat SE, only 1,645 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, leather trim, full chrome exterior, power steering, alloy wheels, custom painted dash & much more. **£51,995**. Ref: OMW

2010 VW T2 5 Seat Classic, only 18,089 miles, 1.4 water-cooled petrol engine, custom camping interior, single portable camping stove, 12v fridge, leisure battery, full vinyl trim with matching door cards, raising roof, alloy wheels & more. **£29,995**. Ref: DWW

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2015 VW T2 Danbury Rio 4 Seat Classic, only 5,100 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, raising roof, roof bed to make 4 berth, alloy wheels, power steering & more. **£47,995**. Ref: BXW

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The K70

Volkswagen's first front-engined, front-wheel drive, water-cooled car may have accidentally extended the air-cooled rear-engined era just a bit longer

Words
Richard Gunn

A water-cooled, front-wheel drive Volkswagen in *VolksWorld*? Shocking. Whatever next? A piece on modern Audi indicators and whether they've gone all hi-tech to make their drivers actually use them? Or an article wondering if Volkswagen will ever build a Golf again that makes you want to look twice at it?

But let's try and justify the fascinating K70 here. It appeared at a time when the Beetle and its atmosphere-gulping siblings still ruled the Volkswagen roost –arguably one reason it's seen as a failure and generally forgotten today. The company was desperate for a change of direction, and the K70 kick-started the metamorphosis from air- to water-reliance. It just didn't manage to finish it.

Unlike the later Golf, Passat, Polo et al, Volkswagen didn't really develop the Type 48 (its internal designation). It inherited it. In 1967, fellow German car maker NSU launched its Wankel rotary-engined Ro80. It was a glorious machine, but only in retrospect, for at the time its innovative engineering proved unreliable and sales floundered. That made NSU vulnerable enough for Volkswagen to take over in 1969.

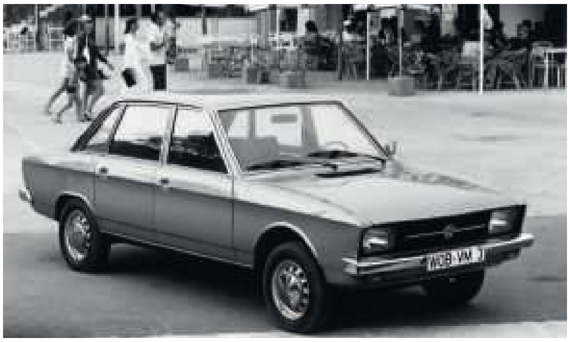
NSU had been preparing to unveil the smaller K70 at 1969's Geneva Motor Show. It was powered by a 74bhp 1.6-litre variant of the air-cooled engine found in NSU's small rear-engined cars, albeit with water coursing through its veins. Urban legend has it that Volkswagen had the K70 removed from NSU's stand just before the show opened.

> "The K70 probably didn't please Volkswagen or NSU enthusiasts"

The marque needed something to supersede its big and rather ungainly 411 model, which the public hadn't really warmed to. And the K70 seemed to present the perfect opportunity – it could replace the 411 and also let Volkswagen dip its toe into the pool of water-cooling. So, all NSU's promotional material was junked and, in August 1970, the first production K70 emerged from Germany's Salzgitter plant wearing the distinctive VW roundel. Salzgitter, incidentally, was where the 411 was also being built… the victim and its proposed vanquisher.

K70s were built alongside 411/412s, the model they were supposed to replace, at Volkswagen's Salzgitter factory

The K70 probably didn't please Volkswagen or NSU enthusiasts. Some NSU fans had threatened to rip the VW badges off it – for Volkswagen was regarded as old fashioned and traditional while NSU was seen as radical and innovative. Meanwhile, Volkswagen purists were no doubt aghast that an alien with its front overhead-cam engine driving the front wheels, and with liquid keeping it cool, had appeared. It looked like none of its stablemates either, with very angular, somewhat gawky styling instead of the gentler curves of other Volkswagens. It stood out like a chiselled thumb. It was, really, a cautious first step. Bizarrely, the brochure for the K70 waxed lyrical about the advantages of water cooling and front-wheel drive, while Volkswagen's other publicity trumpeted the benefits of rear-wheel drive and air-cooled engines. That must have been a fun meeting in the advertising department.

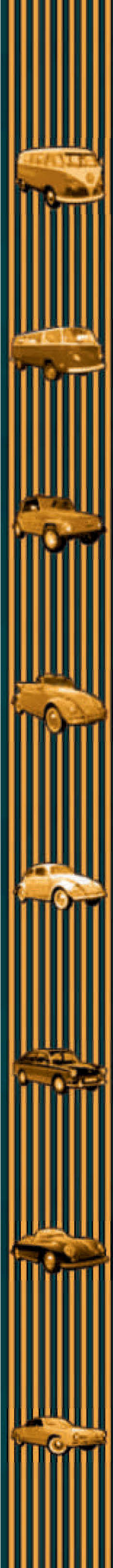


The K70's square-cut styling was certainly not what people were used to from Volkswagen. It rather resembled an Audi

Sadly, the K70 wasn't a resounding success. Only 211,127 were built in five years, up to February 1975. Which may not sound too bad, but this is Volkswagen we're talking about. It didn't help that the marque itself had three models competing against it – the 412 (the restyled version of the 411), the visually similar but more graceful Audi 100 and, from 1973, the Passat. All outsold the K70. And it was the Passat, along with the all-conquering Golf, that would truly spearhead Volkswagen shift from air to water and rear to front.

The K70 also gained a reputation for corrosion – very un-Volkswagen-like – and befuddled dealerships, with its wrong end engine requiring some strange substance called antifreeze to make it run properly. This inexperience may have led to perceived reliability issues. A 1973 boost in engine size to 1.8 litres took power to 99bhp and improved performance, while the rectangular headlamps were replaced by four round ones. But still customers shopped elsewhere. Had the K70 been a hit, Volkswagen's air-cooled era might have ended a little sooner – so in a way, we probably have it to thank for a few more Beetles, Karmann Ghias, Type 3s and Type 4s being around.

Hardly any ended up in Britain – around 800, of which apparently just eight remain. Which is rather a shame because, let's face it, the K70 is really rather cool today. Despite its engine being in the wrong place and having a radiator, who of us wouldn't rather love one now? ■



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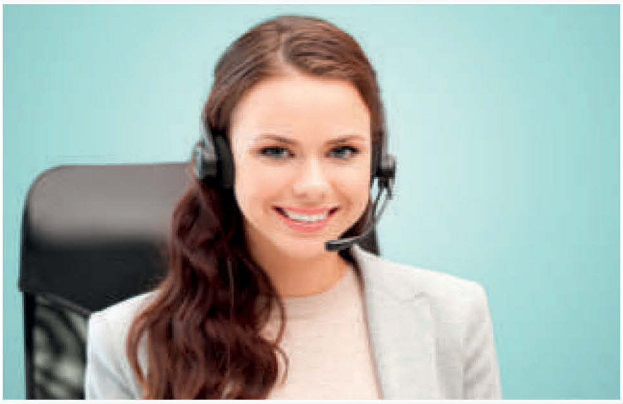

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